

# SkateBoarder

CDC00124

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JULY 1978 \$1.50

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## GIANT SUMMER ISSUE

Tony Alva Interview

Hester Pro Bowl Contest —  
Battling in the Badlands

Mellow Cat Junk Food Junket





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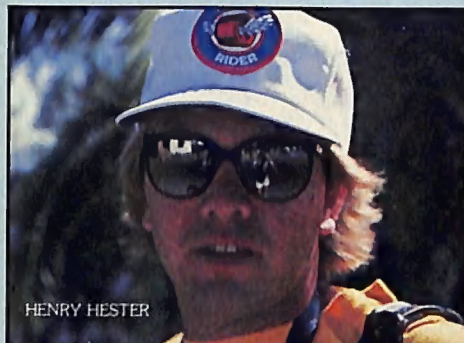
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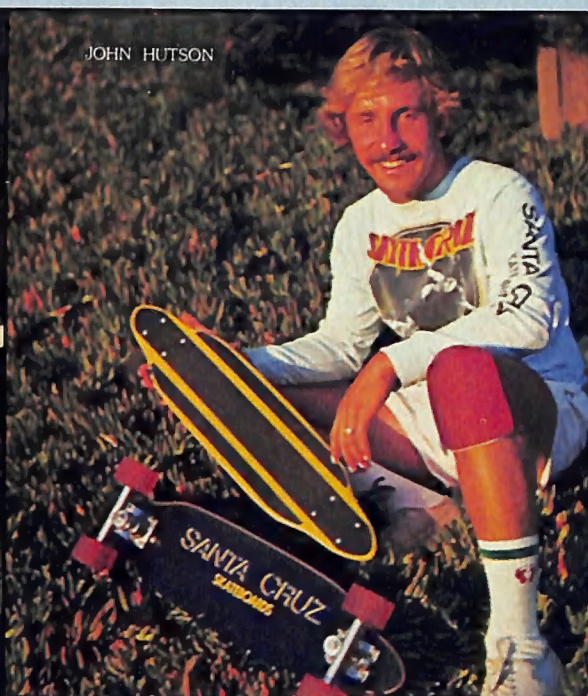
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# SkateBoarder<sup>TM</sup>

VOLUME 4, NUMBER 12 JULY 1978



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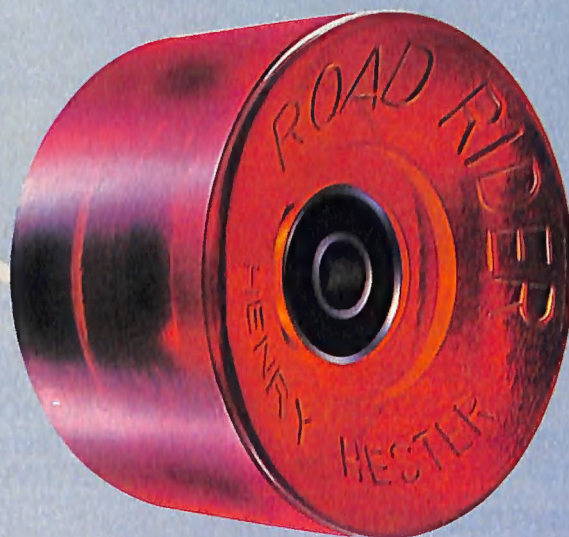
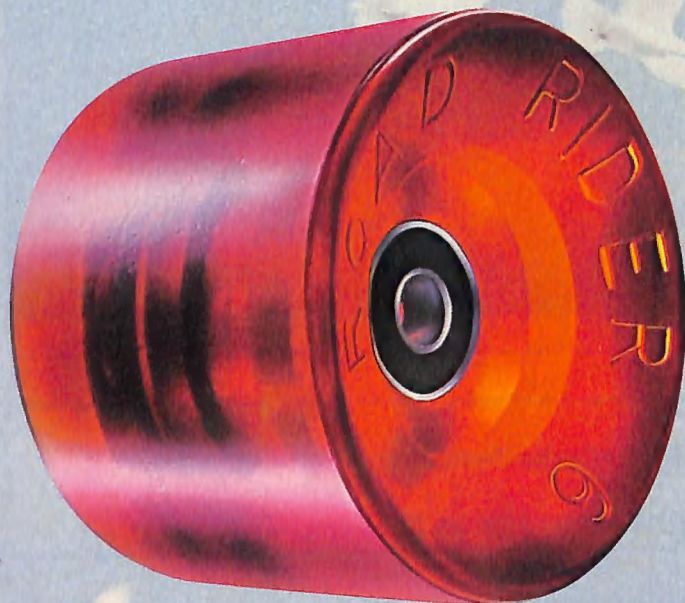
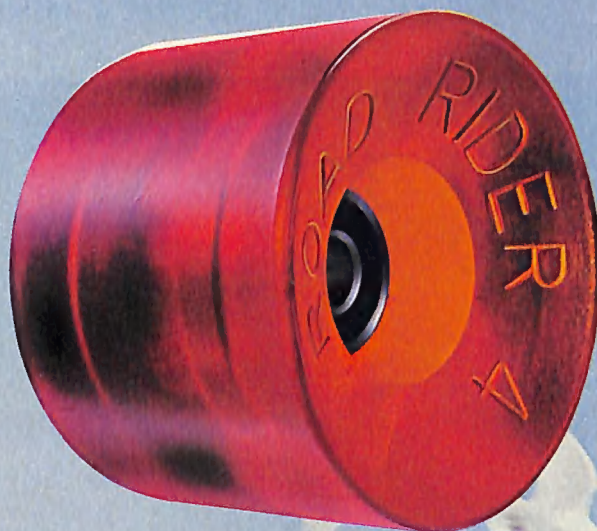
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*CONTENTS: Twilight traces plot aerial paces. Mike Weed's stroboscopic flight plan recorded at Vista's Surf De Earth. Photo: Warren Bolster*

*COVER: Scott Dunlap, overall winner thus far in the Hester Pro Bowl Series, performing another intense Pipeline aerial at Upland. For the complete sequence, turn to pages 94-95. Photo from a sequence by Jim Cassimus.*



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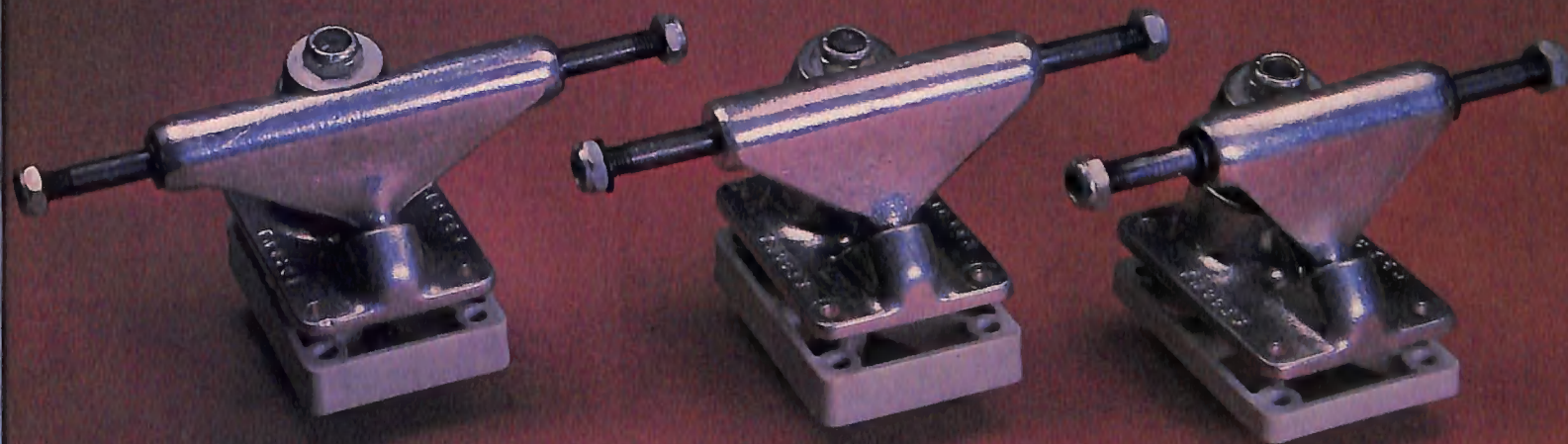


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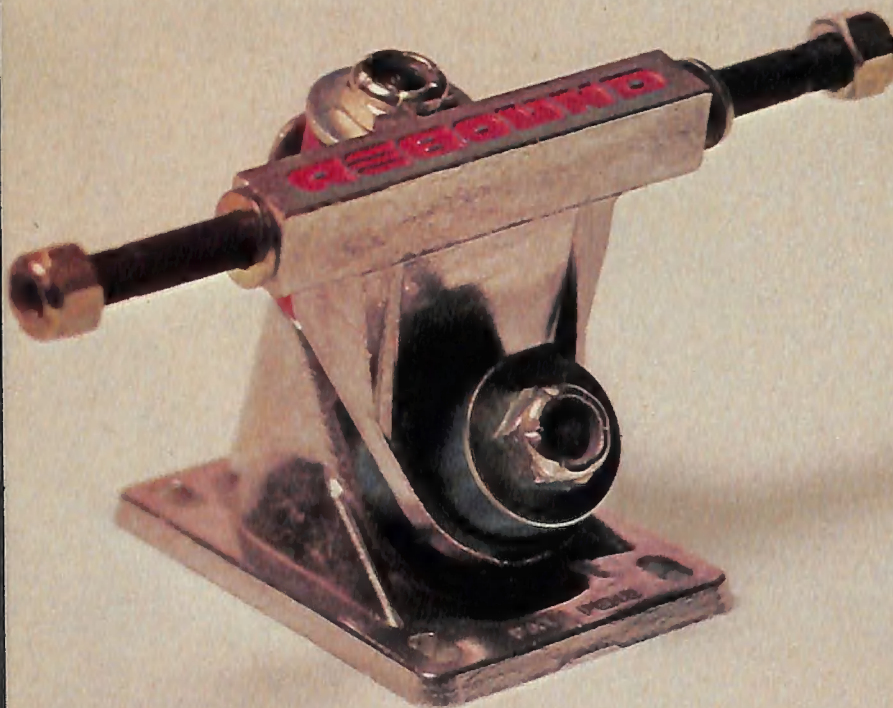


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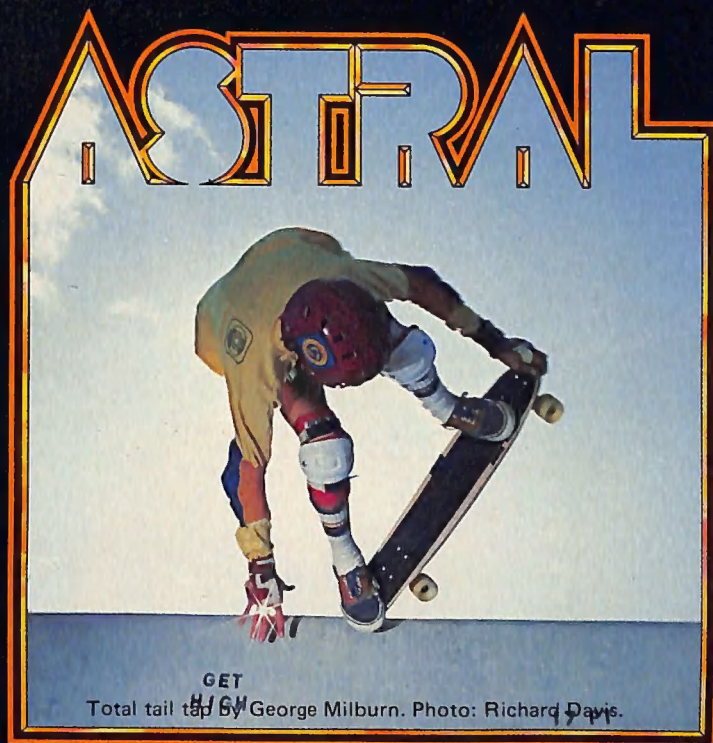
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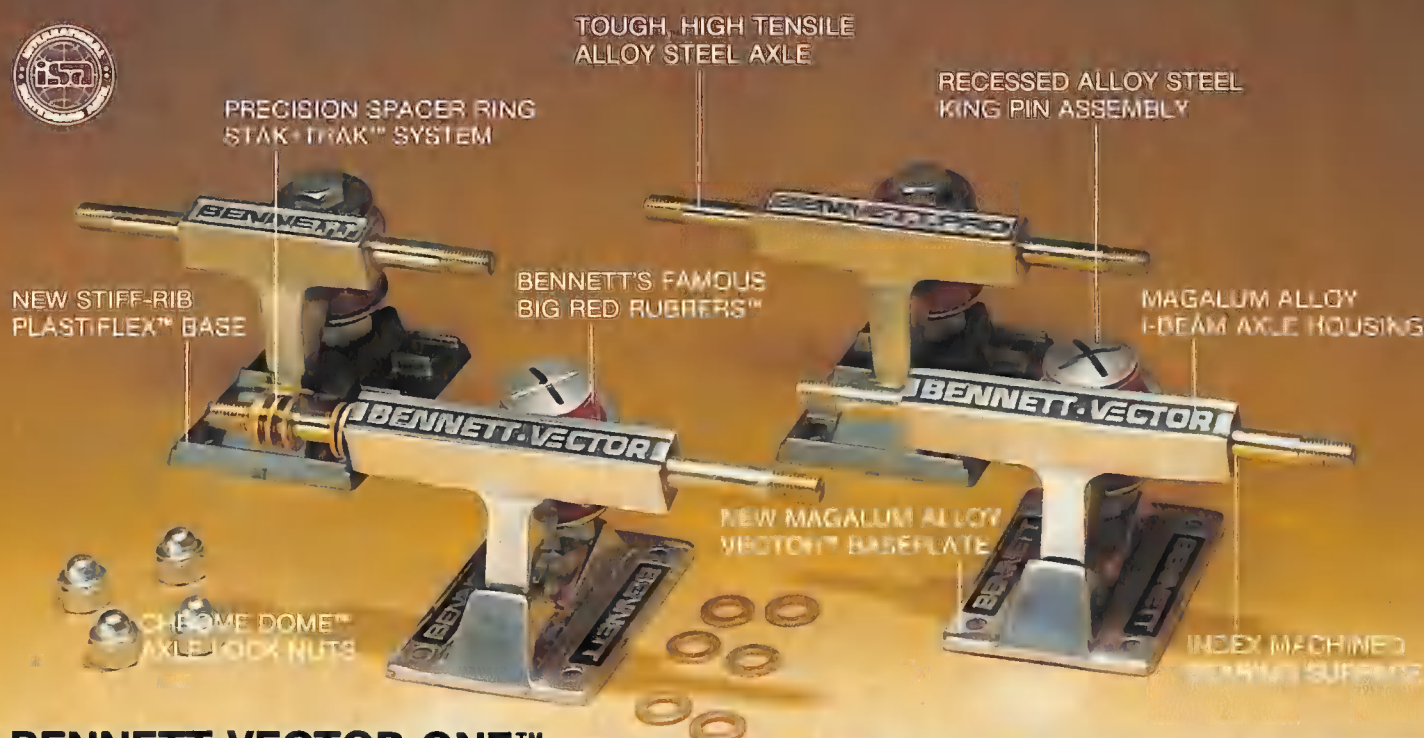
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## SKATE POST

Before now, I always bought other skateboard magazines. I saw your March issue in a drugstore and I was really impressed! I like your magazine better because most of it is in color, whereas the others were mostly black and white. I never used to read the other articles because they were boring. Yours are really interesting, so I read more of them. You also advertise more products. I like to see what all is on the market. Thanks a lot!

Steve Windecker, Shenandoah, IA

I really think your magazine is funky. Every time I read one of your editions I freak out. In fact, every time I read it, I go out and nearly break my head trying to do all the great tricks that I see in the magazine. Hope you have a great '79.

Chris B.

"Thanks for the support, but you better keep your helmet on. We're too busy working monthly in 1978 for now, that's been our hardest trick — just keeping it keeping on — it freaks us out too. We'll be around to enjoy '79." — Ed.

Your Mellow Cat cartoon is RAD-E-KAL-MON! Ted Richards sure knows what he's — er — drawing about. Pepper Yonts, Dogtown, USA

I'm over here in Monaco and I found VERY few good skateboards and no place to ride. Oh yes, there are places, but skateboards are outlawed here. There are also two other American boarders here, Fred Tuck (NY) and Harold Hood (NV) and myself (OR). We are constantly dodging police and yet we do a lot of good skating for as bad

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facilities as we have. Our ramp is made from plywood we bought (and other boards we "acquire"). Our freestyle and slalom area is a polished marble surface called the "Promenade;" this is wide open to the police's vision, so we take quite a chance.

Now here's the bitch. One day we were on the Promenade and who should we see but Ty Page and Mark Bowden! Fred and I about went crazy with excitement. We talked to them and wanted to show them what we have to work with. I must say they were great on their boards; I never expected so much speed in freestyle as they had. When we showed them what we had, they laughed at us instead of taking into consideration our handicaps! Besides, none of us have been skating seriously for more than a year. Ty and Mark, we think your attitudes suck! Get down from your high horse and your ego trips and help the world to better boarding — or get lost someplace and let someone else better do it.

We now have a half pipe being built just outside of Monaco. In the outlying areas we are forming clubs with great difficulty. Yet, there are 2,000 plus kids into boarding from our area; it's great to think that four Americans got things rolling here! We had our first small competition in France and it was great fun, considering it rained during parts, besides us having such poor equipment. Now, we American skateboarders are taken to the police station or we receive tickets or they try to take our boards, but we just don't let go! We are proud of showing others the fun of boarding. We will keep making do with what we have until we receive some help to build a park. The City of Nice has donated land, but we're short of funds.

Signed, The Outlawed Skateboarders of the Principaute De Monaco, Richard Clay Killian

I am a 12 year old skateboarder and I live in Israel. I am not an Israeli but my father works in the U.S. Embassy. There are not that many skateboarders here, where I live there are about 20. We all usually get together and go skateboarding in an empty pool at an old hotel and a friend of mind invited me and my friend, Chris, to go skateboarding on the steep hills in Jerusalem. Sometimes at home, me and Chris set up a kick turn ramp or a 22" ramp to jump off of. Once we tried setting up a slalom course with beer cans but the wind kept blowing them over so we just slalom through the paint marks in the road. I am coming back to the States in 3 months and I can't wait to try some of those farout skate parks I've seen in your mag. Please put this letter in your mag, my little brother doesn't think you will. I dig your mag. Eat it. Mellow Cat's cartoon was a kick in the butt.  
Scott Rosinski, Tel Aviv

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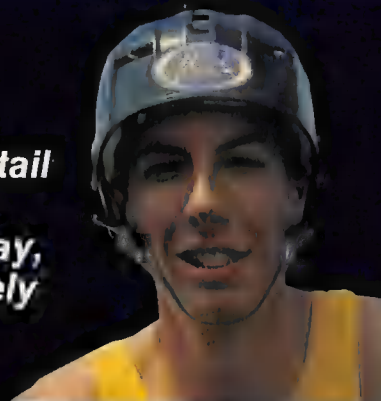
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Here on Eleuthra Cay we are starting to do a lot of skateboarding. The only good place we have is on the boat piers. It is long and flat and good for freestyle and slalom. We are starting to make a couple of small ramps. I just finished reading your foreign travel issue and it was great! I only wish you could have come to the Bahamas. Well, maybe next time!

**So Long, Steve Reynolds, Cape Eleuthra Club, Eleuthra Cay, Bahamas**

Well, we did it! The skaters and I around old Patchogue, Long Island, got together and built ourselves a half pipe! Some pics are forthcoming. (East Coast Lives!) I've got some suggestions. First off, that suggested price of about 350 bucks for a Rampage-type half pipe is ridiculous. We built ours for under \$100 and it's "as strong as a fort." Somebody else's same exact ramp would cost a little more, maybe, because some of the materials were, er, "re-allocated." Also, forget four-by-four frames and expensive 3/4" plywood for the templates. Take a tip from the great pics of Eric Carlston's ramp. Nothing but two-by-fours (Vol. 4 #6). Another thing, nail two pairs of those 10'-radius, 8'-long templates together, and then nail one of your pieces of ply over the joint. Then put your two-by-fours at the edges of the ply and continue from there. I can almost guarantee that your ramp will be successful!

**P.G., B.R., P.B., D.D., Long Island, NY**

I am stoked about your mag. I have one complaint. Why don't you do an interview with Stacy Peralta? (If you have, I haven't been skating long enough to have caught it.) I'd also like to see some good pictures of him riding in pools. I think his Warptail II is the most excellent board on the market. I also think Steve Evans (Ick Sticks team, Badlands) is an excellent guy at slalom. Keep up the good work, Steve. By the way, some of the guys here in Oregon need some publicity. There are lots of hot skaters who are just waiting for SKATEBOARDER to come out and check the scene.

**Mark Gailey, Pleasant Hill, OR**

"Stacy was one of our first interviewees but he's been so involved internationally in recent years that we're considering an update interview; besides, we're holding a lot of good photos of him — including some pool shots guaranteed to blow your mind. As for the Oregon hotties — send photos (color slides or black and white negs with contact sheets, 35mm only)! —Ed.

I think your magazine is cool. I've seen several others and they just aren't as good. I think it would be a good idea to chuck in an article on how to build your own ramp — I mean, if they can sell



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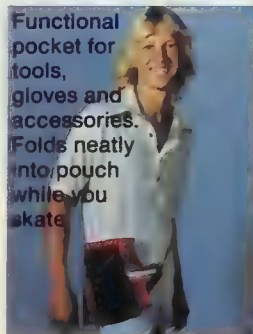


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plans for them for \$5, an article on how to build one could save a lot of people a lot of money.

Thanks, P.O., Mexico City, Mexico

"Check out Vol 4 #3 — and for the low budget, five-times discount plan, see the letter above." — Ed.

Next time you happen to bump into Mr. Alva, why don't you ask him about his bruising experience with the Bay Street local boys off the beautiful California coast and ask him who he considers King now! Daytay Skates, Aerial Team, Ted Maddog Nugent and these excellent Swedish women rip along with your magazine.  
Max, Stockholm, Sweden

In response to the letter from Mike Klinkman and John Shisler (May '78): John and Mike, you are greatly mistaken. So what if we don't have parks in every town, we still have rad ramps that we ride and we can really get down. For a town of 22,000 where skateboarding is as popular as surfing, the two (yes, two) shops are doing a booming business. So listen close, even if you don't like where you're at, we're really hot and we know where it's at. Rob, Pimm, Rod, Lee and Greg and all the other Valpo bunch know where it's at and got it in the hat.

The Valpo Bunch, Valparaiso, IN

Personally, I think the lady named "Mom" is full of b.s. I'm talking about what that lady said in the May issue about having some layouts of people skating in the buff. I think it's a good idea. Even if she did stop the magazine and told people, she couldn't stop SKATEBOARDER, it's too good of a magazine.  
unsigned

Hello out there. I've noticed that you haven't gotten a single letter from Wisconsin. Well, here is one now. The area I am from is totally into skateboarding, we have good riders that can do almost anything. One thing we can't do is ride skate parks because we don't have any parks to skate. There is some good places to ride, that is if you like hills. Mainly what I am trying to say is we get into it. Maybe Wisconsin is just sitting back waiting to be discovered. Almost forgot to mention that everyone around here thinks your mag is numero uno. Keep up the good work and keep an eye out for us.  
Ed Magerk, Wausau, WI

I noticed in your magazine (Vol. 4 #10) that Tony Alva's ad for Alva Skates shows he has a red mark under his left eye. Could you tell me how he got it?

Signed, Matt Connolly

"See his interview in this issue." — Ed.

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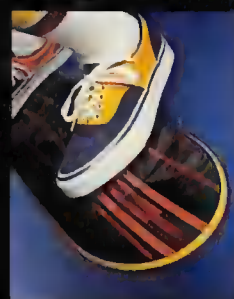
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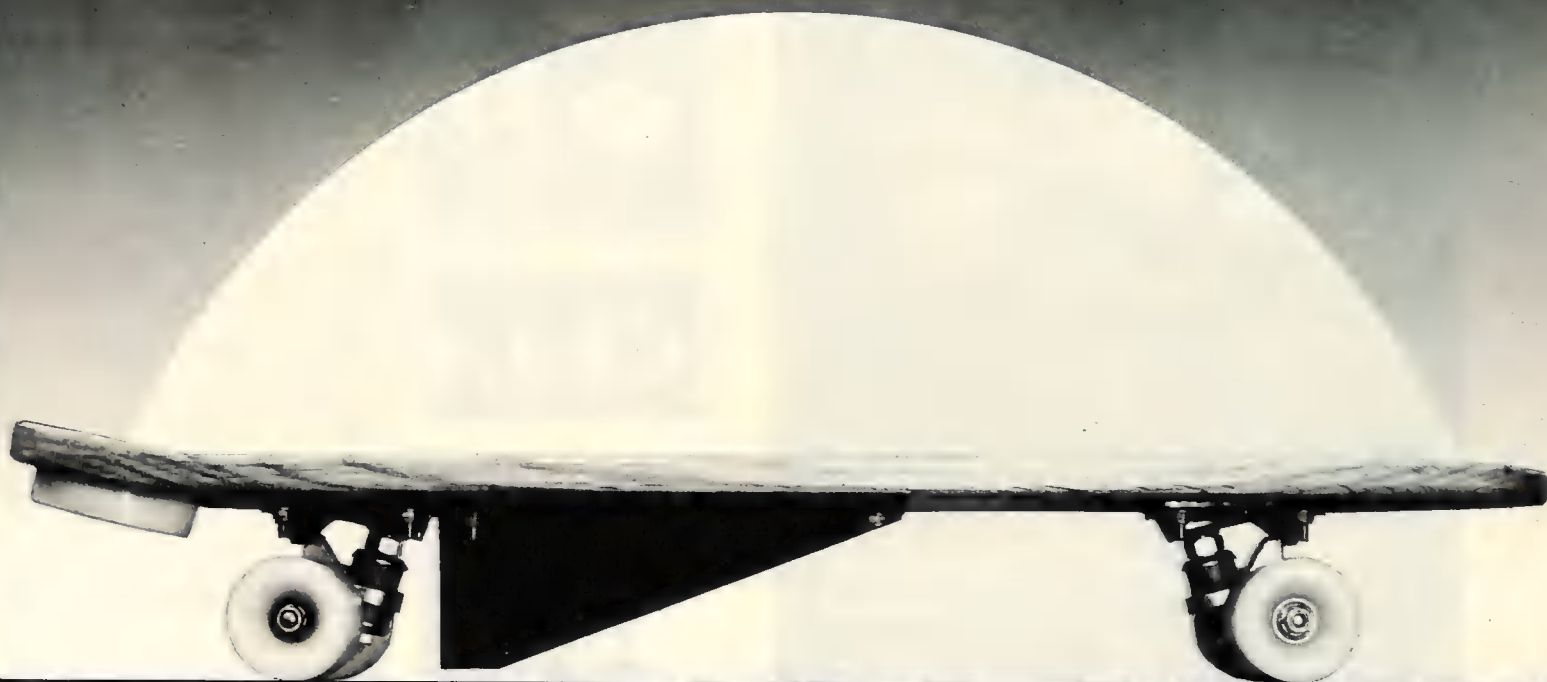
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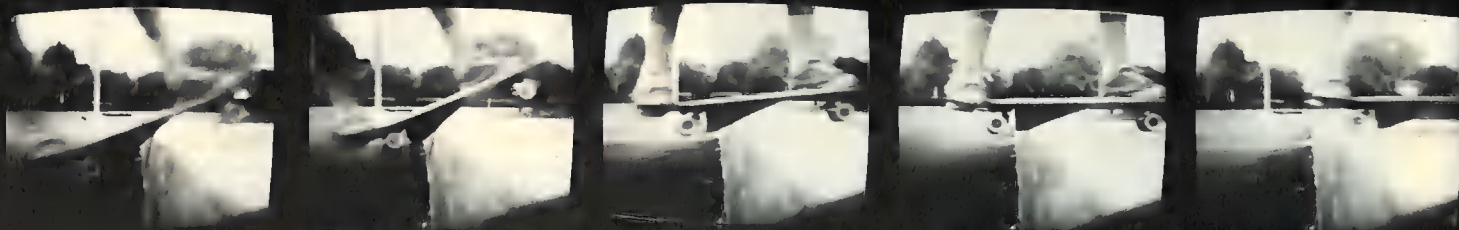
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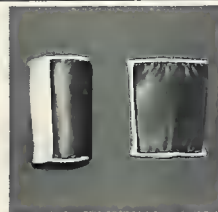
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The original DUAL SKID-PLATE is made of best quality, high impact plastic, with long wearing durability. The DUAL SKID-PLATE slides easy and prevents tail damage. It is made for straight or kicktail boards. It is also an aid to free style, 360's and skatepark riding. And as for radical bowl and downhill riding, the DUAL SKID-PLATE can take it all. Will not mark pools or concrete. Mount flush with the end of the board with screws or bolts. The DUAL SKID-PLATE is bagged with (2) 3/4" screws. COLORS AVAILABLE: white, red, black, yellow, orange, green, or blue.



*Sea Breeze*  
of California T.M.



## PRODUCTS AVAILABLE:

Sea Breeze regular or wide Dual Skid-Plate in seven colors, Sea Breeze of California decals, Assorted Hot decal pak, Assorted sew on skateboard patches. Saf-T-Action Lock washers (a great safety feature for trucks, A quality precision bearing made for skateboarding with longer life and less money, A top quality 29" or 31" Sea Breeze-9 lam ash board deck 7 3/4" wide w/full tape and Dual Skid-Plate. Ice blade kits for skateboards. We ship orders promptly.

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We manufacture four high quality, durable skateboard chassis' in our own plant, enabling us to maintain our high standards of quality. These chassis' are molded with unidirectional fiberglass under high pressure. This manufacturing technique was developed exclusively for Z-FLEX SKATEBOARDS. All models available in red, yellow, orange and blue, and come with grip tape.

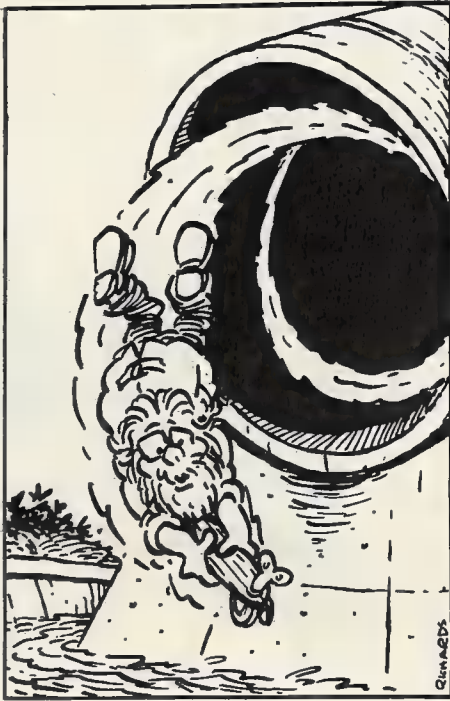


## Introducing SERIES

A one-half inch multilaminate hardwood deck ultra wide, superlight, with warptail.







# SKATE SAFE

## "BEND ZEE KNEES"

by Curtis Hesselgrave

Good knee work is essential to high performance skateboarding, whether you do freestyle, race or ride bowls. Ski instructors always advocate the "bend zee knees, please" technique, and the same holds true for our sport. Flexibility is the key. If your knees didn't flex to absorb shock and transitions, to adjust balance and to press a turn, your riding would feel rough and awkward. Your knees are your body's shock absorbers, keeping you balanced and stable on your board. They also aid in steering.

Because bending the knees raises and lowers the body, they are a major factor in maintaining balance. When balance becomes shaky, lowering the body weight restores stability. As a skater's technique gets better, he discovers that this method of controlling balance with the knees also controls the skateboard. A beginner soon discovers that if he squats down and lean slightly, his board turns more easily than when he stands straight up. He also discovers that by pressing the knees in the direction he wants to turn, the board turns even more easily.

These board control techniques are best illustrated in photos of slalom racers. The riders keep their body weight travelling down the course as much as possible and steer around the cones by bending and pointing their knees. Giant slalom, with its wildly staggered courses, shows this bending and steering process especially well. The rider's knees always lead the way through

bending and pointing in the direction of the turn.

Although knees are important in racing and freestyle, it is in bank riding that they become crucial. It's impossible to ride inclines without bending your knees. The steeper the angle, the more bend is needed, all the way up to an almost complete doubling when riding vertical. Unless you flex your knees, the rapidly steepening surface will pitch you out into space. To get long rides in bowls, a skater must have a "pump." This is a weighting and unweighting technique which utilizes gravity, the curve of the transition and strong legs to keep your momentum going. It goes without saying that the knees are central to the leg action that creates this pump.

To perform all these jobs, your knees must be flexible and your legs strong. The stretching exercises shown in the last two issues will help with the flexibility and skating itself will make your legs strong. But you also need to protect the knees from injury. They are delicate joints which are easily damaged by twisting or percussion. Probably more "ex"-athletes in this country were "exed" by knee injuries than all of the other injuries combined. So, if you want to keep skating, keep your knee pads on!

As you practice and improve, remember to bend those knees. Just a little more bend might be all you need to pull off than maneuver you've been trying all week!



Henry Hester, flexing through the motions.  
Photo: W.B.





# FLEX·LINE™

The first real skateboarder elbow and knee pads are now available from RECTOR.  
—NATURALLY—

We designed these pads to adapt to and follow your natural body movement lines. This system is called FLEX-LINE. It works like your spinal column works. Three contoured pads are held separate in individual pockets. The space between these pockets acts as a joint, allowing the pads to move with you.

The picture tells the story.



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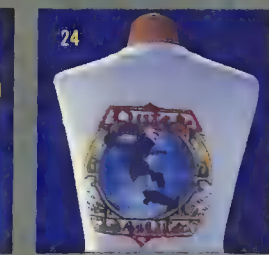
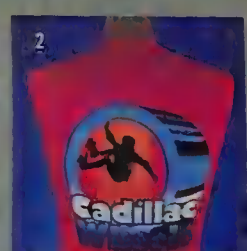




Avoid imitations, get the real thing...the original Warptail 2 designed by Stacy Peralta, built by G&S.







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| 2. Cadillac Wheels               | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 3. Bahne Skbds                   | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 4. 3 Wheels Out                  | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              | <input type="checkbox"/> A/L | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 5. Radical                       | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
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| 7. Park Rider                    | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 8. Alligator Wheels              | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 9. Gull Wing (also Phoenix)      | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 10. Logan Earth Ski              | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              | <input type="checkbox"/> A/L | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 11. Star Trac, Kryptonics        | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 12. Road Rider (also Park Rider) | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 13. OJ Wheels                    | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 14. Sims Pure Juice              | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              | <input type="checkbox"/> A/L | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 15. ACS                          | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 16. Tracker                      | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 17. Skate Stripe                 | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 18. Powerflex                    | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 19. California Skbd.             | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              | <input type="checkbox"/> A/L | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 20. Backside Aerial              | <input type="checkbox"/> C/S            | <input type="checkbox"/> A/S              |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 21. VAL SURF Sleeve              | <input type="checkbox"/> A/L only       |   |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 22. Competition Jersey           | <input type="checkbox"/> VAL SURF       | <input type="checkbox"/> Bahne,           |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
|                                  | <input type="checkbox"/> G&S Fibreflex, | <input type="checkbox"/> Sims Pure Juice, |                              | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L | <input type="checkbox"/> XL |
|                                  | <input type="checkbox"/> Hobie,         | <input type="checkbox"/> Magnum           | <input type="checkbox"/> C/L | <input type="checkbox"/> A/L |                            |                            |                             |

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| 23. Z-Flex                 | <input type="checkbox"/> C/S      | <input type="checkbox"/> A/S         | <input type="checkbox"/> S   | <input type="checkbox"/> M   | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 24. Outer Limits           | <input type="checkbox"/> C/S      | <input type="checkbox"/> A/S         | <input type="checkbox"/> S   | <input type="checkbox"/> M   | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 25. VAL SURF Skbd. Capital | <input type="checkbox"/> C/S      | <input type="checkbox"/> A/S         | <input type="checkbox"/> S   | <input type="checkbox"/> M   | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 26. G&S                    | <input type="checkbox"/> Warptail | <input type="checkbox"/> O Fibreflex | <input type="checkbox"/> C/S | <input type="checkbox"/> A/S | <input type="checkbox"/> S | <input type="checkbox"/> M  |
| 27. VAL SURF Stripe        | <input type="checkbox"/> C/S      | <input type="checkbox"/> A/S         | <input type="checkbox"/> S   | <input type="checkbox"/> M   | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 102. VAL SURF Specialists  | <input type="checkbox"/> C/S      | <input type="checkbox"/> A/S         | <input type="checkbox"/> S   | <input type="checkbox"/> M   | <input type="checkbox"/> L | <input type="checkbox"/> XL |
| 28. (Not Shown)            | <input type="checkbox"/> HOBBIE,  | <input type="checkbox"/> TUNNEL,     | <input type="checkbox"/> S   | <input type="checkbox"/> M   | <input type="checkbox"/> L | <input type="checkbox"/> XL |
|                            | <input type="checkbox"/> ALVA     | <input type="checkbox"/> C/S         | <input type="checkbox"/> A/S | <input type="checkbox"/> S   | <input type="checkbox"/> M | <input type="checkbox"/> L  |
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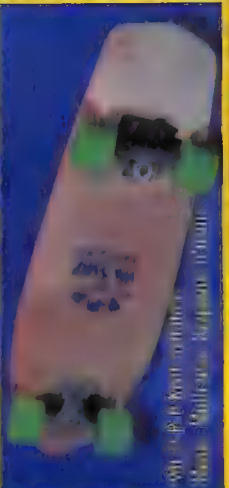
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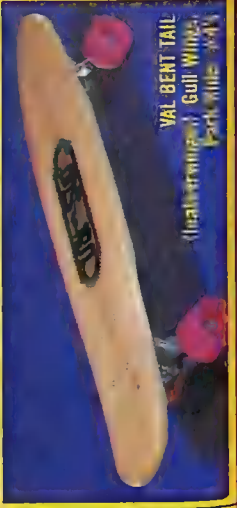
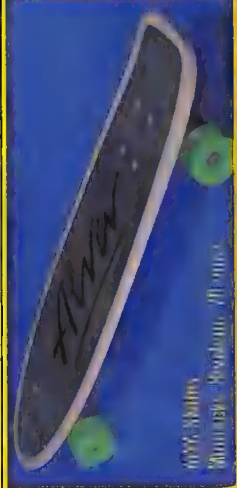
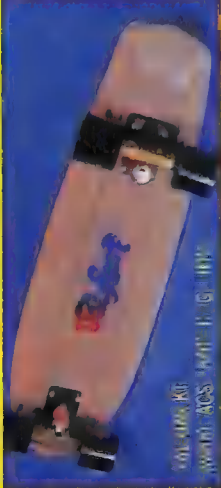
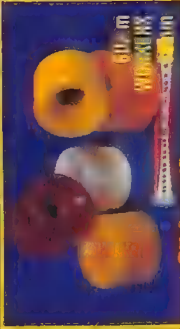
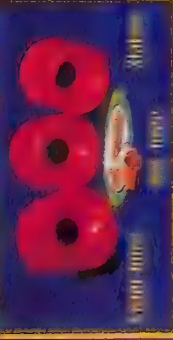




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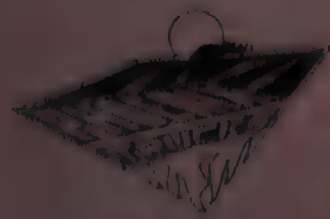






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Some mountain folk are hung up on the idea that resilience is the only key to speed. Don't believe it! Speed is a function of: (1) Wheel configuration, (2) Precision tooling and molding techniques, and (3) High resilience urethane compounding. **Guess who has the best of all three? Yeah!**

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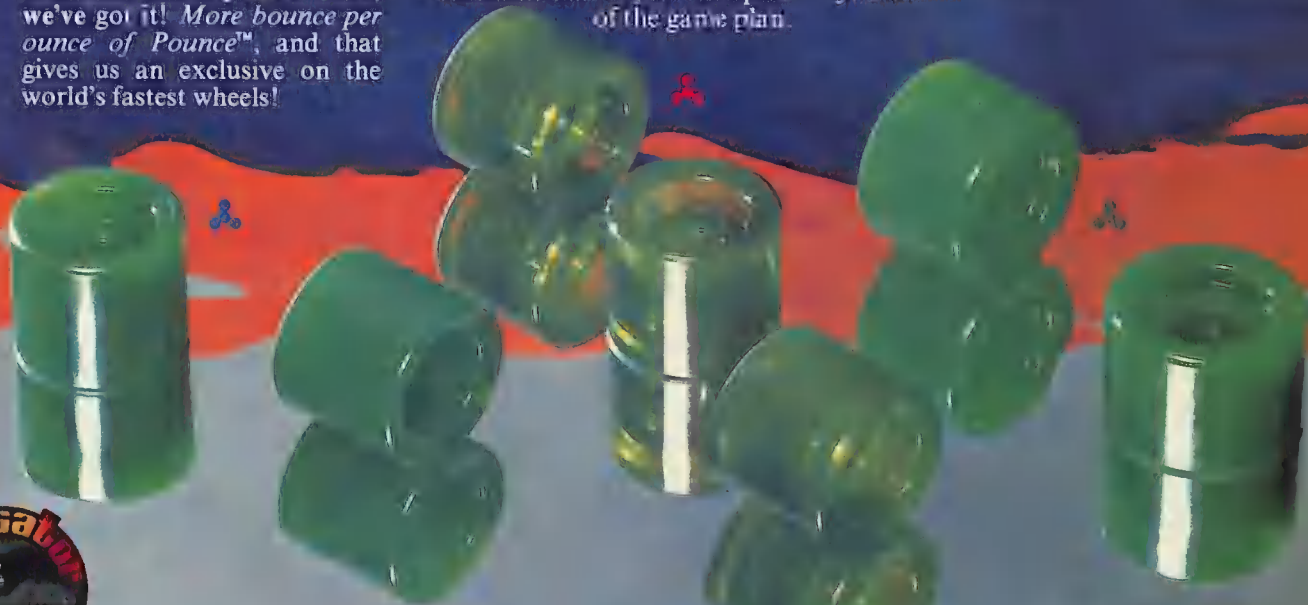
Is the only word to describe this high resilience stuff, and it's all ours! While others were selling you soft speed wheels that chipped, chunked and wore out, we were quietly doing our homework. That's why our Supertthane™ is the highest resilience compound available **AND** it's tough! We've never sold a bum wheel and never will. Who else can say that! Now, we've got it! *More bounce per ounce of Pounce™*, and that gives us an exclusive on the world's fastest wheels!

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### Crock-Rocks

These hefty 59mm tall, 51mm wide rocks come in a tough, lime green mid 90 durometer. The 5990 is used most for park, street, and freestyle where high speed and limited slip traction are prime factors. Controlled, chatter-free power slides, and 360's forever. Try 'em inside-out for high speed slalom!

### Alligators

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Ellen Oneal, 18, Gordon & Smith Team, Pepsi Team. Champion freestyleist, Guinness World Record holder. Ellen is one of the most widely respected, well known skaters in the world.



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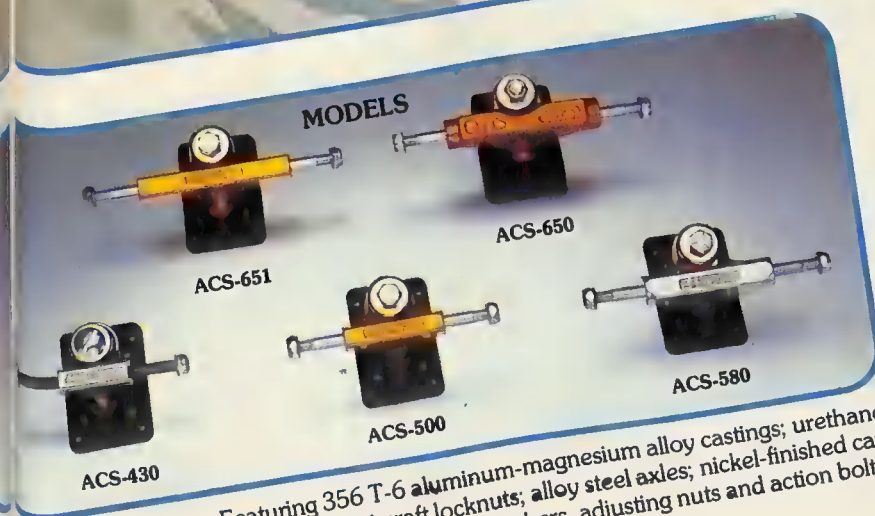
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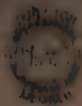
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# Rockit<sup>2</sup> SKATEBOARDS Gets Wheel Wells!

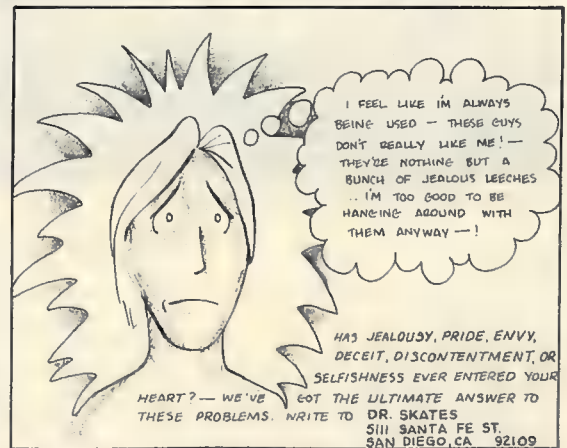
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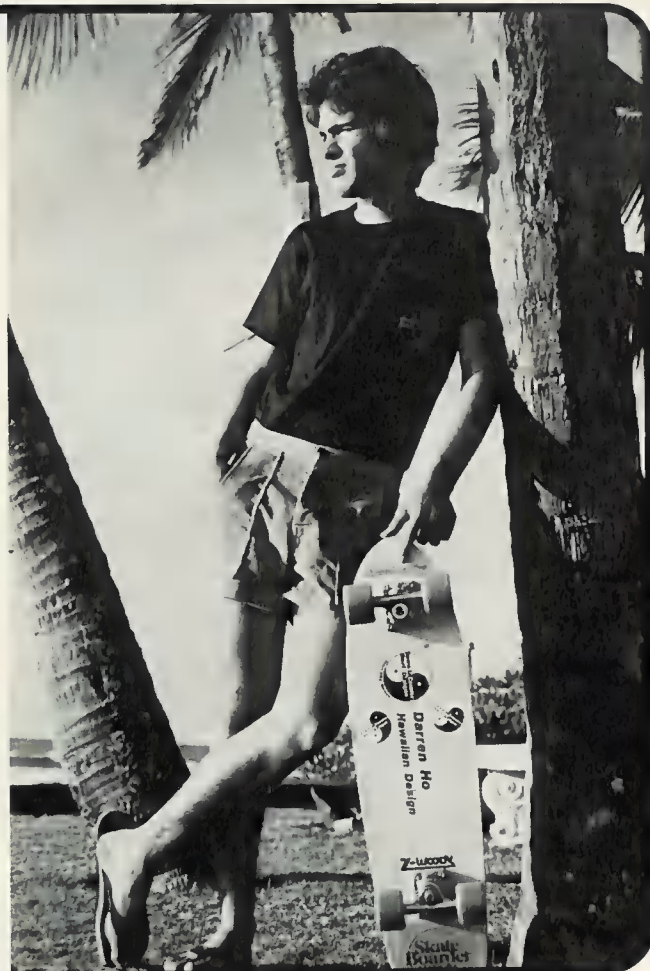
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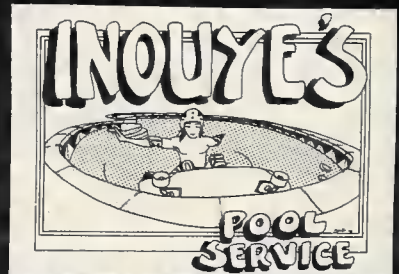
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# SKATE TIPS

## THE FRONTSIDE AERIAL

by Dennis Martinez

Frontside aerals are by far the most insane tricks done in a pool. I first saw the aerial mastered by Skatopia by George Orton. Later, I was turned on to the frontside aerial by teammate, Brad Bowman, at Spring Valley. This is the method I use in my aerals: First, I drop in and carve frontside, then I set myself up by eye-balling my line; then I concentrate on where I am going to exit the pool. As I come up the wall, I grab the middle of the rail with my right hand as I pop off the coping. I grab the middle of my board for stability and better turning

while I'm in the air. I use my left hand as a balance point to lead me back into the pool. Once I'm below the coping, it's time to let go of the rail and lean a little forward in a crouched position to absorb the shock when making contact with the wall. After you've landed, you have experienced the ultimate feeling of a frontside aerial.

Make sure before trying this trick that you go for low aerals first. After getting comfortable with these lines, set your own style and radness for your own aerals. Get rad, and good luck!



*Dennis Martinez performs the frontside aerial at Vista's new park. Sequence: Jim Goodrich*







Photo: Jim Goodrich







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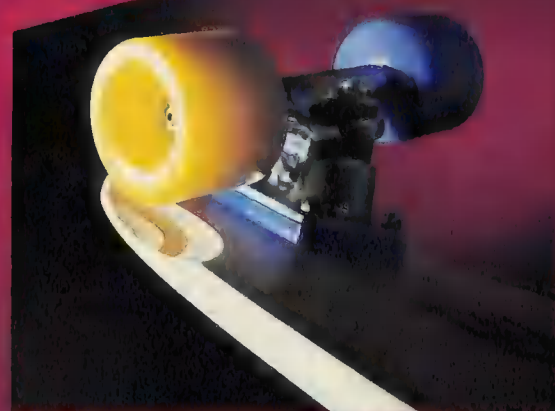


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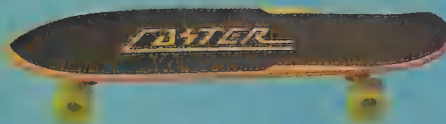
*Chris, Flyin' the Firestone*

*Photo: Jim Cassimus*

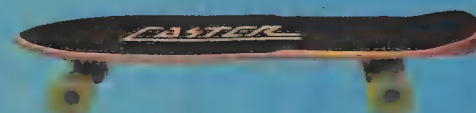
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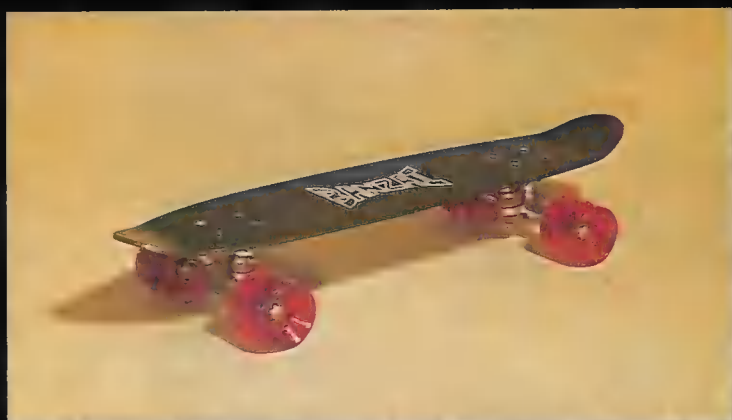




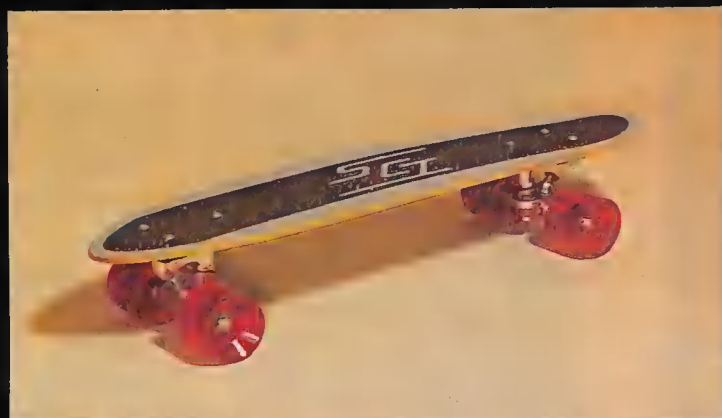
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In Photo

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Hey, look, Ma, farrou!



## SkateBoarder Interview:

# Alva

By John Smythe

*A couple of years ago, the first Tony Alva Interview caused quite a stir. The second one probably has the potential to do the same. A lot of people aren't gonna dig it. A lot of others will. Some will comment that his points are good, but his approach is bad. The mag's trying to figure out how to handle all of this. They're talking about running a disclaimer with it and publishing it uncensored. If they do, it will be a good move on their part. If they don't . . . well, then, who knows? As for T.A., he's probably somewhere laughing his ass off. Tony asks for nothing and gives as good as he gets. One thing's certain, though: Alva always speaks his mind, no matter what the consequences. Tony does things his own way and that's what makes him interesting. If he did them any other way, he wouldn't be Tony.*

I heard they're not getting off on my last ad too much, the blood one . . .

### WHO IS "THEY?"

Anybody but Alva Skates.

### WHERE WOULD BE A GOOD PLACE TO START? WHAT DO YOU THINK ABOUT BEING NUMBER ONE IN THE SKATEBOARDER POLL?

I think the reason I got number one and stuff is cuz I've had some good pictures in the magazine and I've traveled back East and down in Texas and up in Canada; everywhere I've gone, people think one thing about me — they think I'm radical and they think I'm really uncontrollable — but when they meet me, they find out what I'm really like. That really kind of makes people like me just a little bit more, because they find out who I really am. Plus, they kind of enjoy the image I have at the same time. I think that's why I got it: I showed that I'm a person and not really what the magazine makes me out to be. But then again, I *do* have that image and I live up to it, I do whatever is fitting for the image — just to keep in coin, just to sell magazines or whatever, you know, just to sell myself, make myself some money.

### DO YOU THINK THE PRESS HAS REALLY EXPLOITED YOU?

Yeah, kind of, at first. But they don't exploit me as heavily as they do other skateboarders, because they're kind of scared; they know that I may be one of the only skateboarders that really has a mind, not just a body. Certain skaters, they can put em on the cover several issues in a row, put em on posters, and not give em anything. They're so stupid that they don't even know they're being exploited. But me, I *can* realize it. I also have people that I work with that'll tell me, even if I don't realize it; these people will get on my case and say, "Hey, man, what the — are you doing? These guys are using you; they're not making you any money, they're just giving you a little bit of publicity. How much more publicity do you need these days? What do you need them for? You're just gonna get burnt, you aren't gonna get any money; you need money — whatever keeps society going, that's what you need." So that's what I kind of realized. But I don't think I've been that heavily exploited because I kind of enjoy the publicity; it's put me where I'm at and it helps me to alienate myself

### DISCLAIMER

This interview contains drugs, sex and censored four-lettered words and may be harmful to anyone unable to distinguish fact from personal opinion. While it's our intention to reflect the reality of skateboarding, in this case we have to state that in no way do Tony Alva's remarks reflect the opinions of this magazine. In the interest of representing skateboarding's many facets as honestly as possible, we're allowing him the freedom to speak his mind, even though we have what we feel is a justifiable right to take exception to much of it. It is, after all, his personal interview, not ours.

Therefore, with this word of caution we'll leave it up to you to decide if Alva is a martyr or just another four-letter word. W.B., Editor



# Alva

from the mass manufacturer trip. That's why Alva Skates is a breakaway from the manufacturer-controlled skateboarding environment where you have to ride to the satisfaction of your manufacturer. For me, I don't have to ride for \_\_\_\_\_ anybody; I ride for myself. That's the best thing I could ever do. It's not like Logan Earth Ski and those guys treated me bad and I didn't enjoy riding for em — I *did*. But there was no future in that; there's no future in a Tony Alva Logan Earth Ski Model, because they're only gonna make so much money and all you can have is your board. There's no use in sticking with somebody that isn't going to take you as far as you want to go.

## HOW LONG HAVE YOU BEEN TOOLING UP FOR YOUR COMPANY?

I spent at least a year and a half working on protos with no sponsorship at all except for just trucks and wheels and stuff. That was it; those were the people that kept me going. I didn't have any people whose board I rode that were pushing me, I was pushing myself and making my own prototypes. When I was eighteen years old, I came back from Hawaii and I met (Pete) Zehnder in West L.A. — where my Mom lives — and I was living in Huntington and riding the Fruit Bowl a lot and I wanted to design some really light, strong, glass-wood laminate boards. I met Zehnder and he showed me one that was a flex. I didn't like it; I went, "Oh, man, what a piece of \_\_\_\_\_! I could break this thing in a couple of rides." And he goes, "Oh yeah, you think so?" And I go, "For sure." So he goes, "What if I make you a stiff board out of the same material, one that would be really light?" I go, "Well, do it and I'll see what it's like." So he did it; that's how we started Alva Skates. He made me a proto and I rode it and really liked it. Obviously, I could see that there was something good in it; that's why I started really thinking seriously about doing my own trip. I found that mine were best because I was making em myself and they were what I wanted, they weren't what people were handing me and saying, "Here, ride this; this'll work." I wanted not just something to work: I wanted something better.

All the boards I rode in "Skateboard" were prototypes. I had a Balsa wood laminate board that weighed about six ounces, I had some hardwood maple laminates, I just had all kinds of boards. Then I started having problems with my fiberglass laminate boards cuz my body

got really allergic to fiberglass. I was tearing around on these boards that had tops made out of fiberglass and they were wearing down, fraying, and the fibers were getting in my skin and giving me the full intense rash up my leg. So I changed that, not because it didn't work for the board, but because it messed up my body. I had to change that; I put wood on the top, glass on the bottom, two or three laminates of wood, then the glass in the middle, then a couple more laminates of wood. Those are the fiberglass laminate boards. I have wood laminates, too. I just try to make em as light and as strong as I can. It's just a wood laminate, but it's still a really good board. A wood board will only last so long, you know; that's why kids send wood boards in to me that they've thrashed. I send em another board, cuz it's only gonna take so much punishment. They have to look like they've been ridden and not just thrashed, though. If I look at a board, I can tell if it's been ridden. If it's just been thrashed — had the Jay Adams treatment done to it — I can say, "\_\_\_\_\_ you, man." I write a letter back saying, "You didn't really ride this thing, you just \_\_\_\_\_ it up for the Hell of it."

## WHAT WAS IT LIKE WORKING ON "SKATEBOARD." WHAT DO YOU THINK OF THE MOVIE?

It was really fun working on it; that was the best part of the movie. I met a lot of good people, like the Wolfs — I enjoyed living with them, they took really good care of me and they taught me a lot. That's what I dug the most — just the people I met through the movie. Doing the movie was an experience for me, especially because it was acting, and I tried to be as natural as I could. A lot of people told me that I came off really natural in the movie, but I can't tell — watching yourself on the screen is so weird, you can't even evaluate yourself.

The movie itself, I don't think it came off that good. It's like I tried to tell em — it's already outdated; it's so outdated it's not even funny. The kids out in Ohio or over in Europe — the kids who don't know much about skating — are gonna dig it a lot because it's got a story to it. It *has* gotten me a lot of popularity; a lot of kids come up to me and tell me that they really like the movie. I dig that! It's gotten me some money, also, and associated me with a really good company (Universal). I think they definitely know what they're doing when it comes to the entertainment business — the movies and all that. But if I ever do another movie, I don't know if I want to do a skateboard movie; I'd just like to try an acting part or something. The movie itself is a good thing, I think; it's not gonna do the sport anything but good.

## YOU'VE GOTTEN A LOT OF PUB-

## LICITY IN ASSOCIATION WITH THE MOVIE, AND ONE OF THE MOST STUNNING EXAMPLES WAS THE PEOPLE MAGAZINE PIECE (WHICH MAYBE YOU'D LIKE TO COMMENT ON).

Yeah, well . . . that lady — the lady that did the interview — was really such a dwid; I mean, she didn't have it together at all. That's why she tried to put down on me. I was up the coast at Zuma Beach doing a little trip with the BBC. We were making a documentary that shows the difference between Down Southerners and Dogtowners (which is pretty trippy). If you see a show like that, it's really gonna show the real thing. The BBC, as far as documentaries, are supposed to be God's word. The BBC people really got off on the Dogtowners; they really got into their lifestyles, so they also made a full documentary on Dogtown. We did some mellow trips with Ray (Flores) and I out at the ranch where we live in Malibu; then we did some really rowdy scenes, filmed a party, just got so rowdy in this movie! But we were being ourselves, we weren't being fake. This one day when I was supposed to be interviewed for PEOPLE Magazine, I was up the coast. I was gonna do some surfing and skating for these BBC people. I knew I had to do this interview with the PEOPLE Magazine lady, but I didn't know she was gonna be there that early. So I called my next-door neighbor on the phone and he said, "The PEOPLE Magazine people are here already, you better jam." I just freaked out; I grabbed my board out of the car, ran out on the highway and put my thumb out. The first car that picked me up took me all the way to my apartment and I just skated down the boardwalk. Luckily, when I skated up, here were Susan and Dick Wolf talking to this lady, a fat \_\_\_\_\_, and I'm all sweated out and going, "Far out, I'm really stoked that I made it." She didn't give a \_\_\_\_\_ about me, man, she just wanted to know about the movie. She wasn't there to interview me, she was just there to do something in association with the movie. She didn't know \_\_\_\_\_ about me and she never did, from the beginning to the end. She knew as much about me when she left as when she first met me, I'd say, because she really didn't get into my life or anything. All she wanted to know was what I think of Leif Garrett. "He's a \_\_\_\_\_," that's what I told her, because, to me, he is. All I see in him is a total little Momma's boy — and he needs a daddy. He needs someone to kick his ass. He's just not on the right track, as far as I see it. I think he's gonna end up hanging out there on Hollywood Blvd. with all those derelict faggots. If he wants to be a little pop star, that's his trip; but I don't wanna talk about *him* in my PEOPLE Magazine interview. And I don't wanna talk about





Every night fever.

WYNN MILLER

Ellen Oneal and her Bible in there, either. I want to talk about what I want to talk about. I didn't really get into talking heavily about myself that much. I was *trying to talk about the movie, but it's really hard to talk to people about things that they don't even ask about, you know?* So I was just telling her where it was at, you know? I was in a pretty good mood because I had hitched home and was feeling pretty rowdy, so I just told her. She asked me \_\_\_\_\_, so I said, "That's right, I am the world's champion and I plan on being the world's champion as long as I can." And she just totally took me on the bad vibe. She didn't dig me, so she split; and she wrote a \_\_\_\_\_ article about me. Like my Mom said, the only thing vile about me was the article they wrote. You can't really say that's the *only* vile thing about me, but it's maybe what my Mom thinks.

**IN THE LETTER YOUR MOTHER WROTE TO PEOPLE MAGAZINE, SHE MENTIONED THAT PEOPLE FREQUENTLY MISUNDERSTAND YOUR SENSE OF HUMOR.**

That's true. I guess that's probably the most true thing you could say about how that lady took it. She just didn't understand my sense of humor at all! She had a Polish sense of humor and I had a Dogtown sense of humor. But she didn't know where I was at, and I didn't care where she was at. So I didn't try to impress her. She probably goes and interviews Richard Pryor and all those guys and they try to impress her so they get good publicity and this and that. Maybe that's the right thing to do when you're a big star and stuff, but I wasn't into impressing her because she wasn't anybody that meant anything to me. I didn't really think I *had* to impress her.

**IN THE PAST, HAVEN'T YOU HAD A LITTLE FUN WITH THE MEDIA?**

Sure, that's what I always try to do. But anyways, my Mom wrote in — this just shows where the magazine is at, they didn't print my Mom's whole letter. The rest of my Mom's letter said something like, "It's none of your Goddamned business if I'm a divorcée or a cosmetician, etc." But did they print that? NO! They don't want to put down on themselves, they just want to put down on everybody else.

**I KNOW SALLY ANNE MILLER GAVE YOU A GREAT QUOTE TO START OFF YOUR PEOPLE INTERVIEW AND SHE'S QUITE A FORCE IN THE INDUSTRY THESE DAYS. WHAT IS YOUR ATTITUDE ON ASSOCIATIONS?**

I haven't really been introduced to a really *good* organization. I think the ISA is probably the worst organization that has ever been started, because I don't think they're doing anything but making



# Alvar

individuals in the organization money. They're not making the sport any money, man; they're not doing anything for the sport as far as promoting it, because they don't have the right people in their organization to begin with. The one meeting that I want to, they just wanted to talk about their downhill go-carts and \_\_\_\_\_ like that. I wasn't into it, so I just walked out, saying, "This organization is nothing but \_\_\_\_\_." Skoldberg and Sally Anne Miller should just get married or something and start the Skoldberg/Miller Organizaiton or something like that and just shine on the ISA trip; they're not doing anything but promoting their side of the sport. They don't want to promote our side of the sport. When I say, "our side," I'm not just talking about Dogtown, I'm talking about all the vertical riders, all the radical skateboarders, anybody that is realistic. They don't want to promote the realistic side of skateboarding. They want to make it a fairytale sport or something like that.

## WHY DON'T WE GET INTO WHAT WOULD BE A GOOD CONTEST FORMAT.

Well, I tried to introduce a format to Henry Hester over the phone one day. I wanted them to use it for the Spring Valley contest, but they wouldn't change the rules and they wouldn't improve the pool in any way. That pool is so slippery, it's got a big kink in the left side, and the coping — if you're gonna put coping in a pool, you might as well make it so you can feel it when you're riding; I don't like to ride pools that feel like a bowl with no coping. Anyway, they wouldn't change the rules. I introduced a dyno set of rules for coping. It consisted of five runs, taking out the high and low scores — just like a surfing contest, almost — and judge on continuity and style, you know, looking good, not with your legs spread wide open or something. Everybody likes a different kind of style, but, then again, anybody that knows anything about surfing or skating or dancing can tell you when someone has good style. I don't know how you would do it to be exact and fair, but I think there should be a lot of emphasis on style. Then, there's continuity, of course, and difficulty — difficulty being how micro-edging you are, how high your air is, how radical and smooth you are — then, last but not least, radicalness or aggressiveness. I think that's a big part of skating. Instead of putting around in a



JIM GOODRICH

*Wheeling it with Z-kid and Rodriguez at Jeff's.*

*"Being controversial isn't bad; publicity is publicity, good or bad."*

*Chevy short with friend.*



WYNN MILLER



bowl, doing kick-flips on tiles and all that stuff (that's not being aggressive, it's just being dainty) just judge on how much the skater is going for it. But they wouldn't accept my rules because they said it was too late. I know it wasn't too late; they just didn't want to use my rules. That would have been the only way I would have entered that contest: If they would have made the rules fun. Considering that Sally Anne Miller was behind the whole thing, I don't think I'm really into her orgnaizations — not that I have anything against Henry, Henry's pretty cool and I think he's trying to promote the sport — but I don't know where Sally Anne Miller's at and I don't really care; I'm not into her trip.

### HAVE YOU EVER MET HER?

Yeah, I met her a few times and all she has to say is nothing, or something really weird. I got in an argument with her at Anaheim and all she was worrying about was "Oh, why didn't you pay your entry fee (\$25) at Catalina after you won?" I told her straight out why I didn't pay: Because I'm not into the ISA, man, and I don't even know why I entered the contest . . . I guess just because there was some money in it and I felt like winning some money. But I *didn't* feel like paying my dues to the organization because I'm not into their organization . . . why *should* I pay their dues? \$25, that's nothing to me and I don't give a — about the \$25; it's just the thought of contributing even the sweat off my — to the ISA. Sally Anne Miller is, I guess, into it for the good of the sport (so she says), but I'm not into the good of her. I'm not into her beneficial trip for herself. I know she's getting something out of it for herself or else she wouldn't be doing it. I just think she's not thinking of the skaters as much as she says she is. Anyway, back to the rules. Upland is where they finally decided to use my rules, which is a joke because Upland has no coping and those rules were made for coping! They also have a rule on repetitious moves, which meant if you repeat too much you might get down-graded. I agree with that but, then again, I thought that combinations should be rewarded. In other words, you shouldn't have to do more than four backside turns to set up for a frontside aerial. If you do, like, six, eight backsides, then finally pull off an aerial, I think you should get points taken off your score. I thought that it should be the best routine — who could pull off what they wanted to do — (maybe it didn't matter how long a time), and just be as quick and aggressive with the whole trip of continuity, style, difficulty and radicalness. That's where my rules were kind of pointed. Finally, they use my rules for Upland — I guess they did, that's what they told me — and there was no coping there to really do what I

thought should be done to judge by those kind of rules!

### ARE YOU INTO CONTESTS?

Yeah, I've always been into contests; that's where I got my reputation for being a good skater. I kind of proved myself through competition. I'm into contests as long as they're fair and judged right and have good money in em. The thing about Upland . . . those Badland boys have been out there riding that pipe for so long that if one of the Badland boys didn't win that contest, I think it would have been a total joke! Regardless of how — that bowl is, they're gonna have it wired. And they *did* have it wired — even though I thought Blackhart should have won cuz I dig his style and he's really aggressive and radical. I dig his style compared to any of those Badland boys; but I liked the way they skated, too. I didn't think it was proving anything except which local had the park the most wired. That's why I don't think that Upland contest was really fair. All those guys have that park already wired, totally, and it's not really a contest for anybody but the Badland boys. It was just a Badland boys battle.

### WHAT WOULD YOU ADVOCATE INSTEAD? NEUTRAL TERRITORY?

Yes, new pools, pools that have never been ridden before. Vertical riding is not like a slalom or downhill. Vertical riding, you can ride a certain terrain no matter how good or bad it is. If you've ridden it a few times, you're gonna get it wired. It's just like riding a surf spot every day: You get so you know exactly what to do. So, if you're gonna have a contest in vertical, you can't have it on something that some guys have been riding for so long that other guys coming in just don't stand a chance. They have to be able to rip as good as a guy who's ridden there every day for a year and a half! There's no way you can do that, even if you practice for a week and a half or something first. It just doesn't work out that way. Vertical contests are definitely what's happening for spectator encouragement and all that, though.

### WHERE DO YOU THINK THE SPORT IS GOING?

It's going up, for sure, getting better and better; it's definitely a money-making sport. But I don't see the competitions improving at all. That's one aspect of the sport that's really not improving. The money might be getting bigger, but the contests aren't getting better, more together. What's in it for me right now is to compete once in a while, when I want to. But the main thing for me now is to travel, promote my boards, promote the sport of skateboarding and just sort of be a teacher instead . . . I'm more into demonstrating and teaching

than competing right now. I've done my share of competing. If they ever have a good overall contest again, I'm into it. We should have a slalom course, a downhill course, a freestyle routine, a bowl routine and a cross-country course . . . put it all together and have an overall winner. That's what I'm into. The first contest they had like that, I won, because I was ready for something like that. I'm an overall skater, I've always tried to be. That's what I've always wanted to be. I try hard. I worked out hard before that (Carlsbad) contest and just got it all together. We knew what we wanted to do and did it. But as far as these flatland freestyle contests, these slalom contests . . . they're so stale! Who wants to go watch somebody just wiggle down a boring slalom course? Me and my friends don't get off on that — any more, because we're into the more radical aspect of skating. You can tell that the kids and the mag and everyone else is into the radical aspect of skating. The magazines show it, the movies show it . . . they don't show slalom races and — like that same old stuff in the movies! They aren't into it, they're into the radical part like everybody else. I think the competitions are lacking heavily on radical skating; at least, right now they are.

Upland was neat to watch, but, like I said, it was just for the local Badlanders. If they have a contest in a bowl that hasn't been ridden by anybody, that's gonna show who're really good skaters. A good skater is someone who can go to any good skate spot and just rip the first day — take a half an hour to feel it out, then just rip. Those Badland guys, when they first rode the Upland park . . . I was there with all those guys . . . but where was Alba, where was Dunlap? I never even heard of those guys until a year and a half after the park was made. That's finally when these guys came out, because they practiced so much, they rode and rode and rode, finally they got it wired. Where were they back in the "good old days?" They weren't around when the cement was still wet; they never laid tracks on the ceiling like the Dogtown guys did. Dogtown guys were there doing it because they *knew* how to do it; they didn't have to practice. They were just there to do it; they did it and then split.

That's the thing about skate parks. The Dogtown guys have hit every skate park and ripped it; then, they've split, cuz they take it to the limit and then get burned out on a spot. I know it for a fact, because that's what I do. I've skated Skatopia, Oxnard, Spring Valley, Upland and all the parks; and I know I totally ripped the — out of every one of them, then I got burned out on em. That's why I don't go back. It's the same old thing, and I don't want to ride the same old thing cuz there's only so much



# Alva

you can do. I'm into finding new things.

## **SINCE YOU BROUGHT IT UP, IN YOUR LAST INTERVIEW YOU MENTIONED SOME THINGS ABOUT DOGTOWN WHICH SEEMED TO START A LITTLE CONTROVERSY WITH PEOPLE DOWN SOUTH.**

When I said "Down South," I was talking about San Diego, not Tennessee, Mississippi, Louisiana. I traveled to those places and all the kids were really energetic, enthusiastic; they help the sport of skateboarding. I never really meant to offend anybody from those areas. A couple of people from San Diego, I *did* mean to offend. But I think instead of sticking up for themselves they had to look to these kids from Mississippi and Texas for help. They don't really know where it's at, and it makes a fool out of Southern U.S.A people when they could have just written something stating that "Alva didn't mean Mississippi." There's a couple of Down Southerners that really \_\_\_\_\_ me off. The whole D.T./San Diego thing was caused by my saying that D.T.'s number one and always has been. The whole thing was a big jealousy trip. I stood up and said "D.T.'s number one," and I will always stand up for that, that's my right. They don't have to believe me. But a lot of people *did* believe me; everybody sorta knew we were number one on the vertical and stuff, and that's where the energy's at. All of a sudden, all these people *knew* we were number one, but they didn't want people to *think* we were number one, so they got jealous and started that whole thing. They were so jealous that they didn't know how to get back at us. I guess some of the boys Down South that work for the magazine had to start printing these controversial letters and articles. Anything they could get to use against the Dogtowners, they were trying to print. Now, all of a sudden, everybody wants to be a Dogtowners; even G & S wants their skaters to be Dogtowners. I don't understand where they're at! Larry Gordon doesn't even know what a Dogtowners is, he just knows what the magazine's interpretation of a Dogtowners is. He doesn't know what it *really* is, and he never will, because he doesn't have any Dogtowners on his team. He has guys who are close, guys that have been around the area and that, but he doesn't have any hardcore Z-boys or anything like that on his team, none that I've grown up with.

## **WHAT IS A DOGTOWNER?**

A Dogtowners to me is just somebody who lives around the area of Westside L.A., Santa Monica, Venice area; someone I've grown up with. I consider myself a Dogtowners because, when the Z-boys started, it was just a nickname we used to call Santa Monica. It was a nickname, nothing more. Everybody's trying to copy it because this area right here has an abundant supply of good skaters; so, all of a sudden, everybody wants to copy em. All of a sudden, there's all these pseudo-Dogtowners, these pseudo-Z-boys. To me, there's only a handful of real Dogtowners. The only ones I can really think of are Biniak, Adams, Muir, myself, Constantineau, Wentzle . . . all these other guys are just drifting into the scene, like Hoffman, even Peralta — he couldn't get into it, he was never a hardcore Z-boy-type. But he's really a good guy and a good skater, and he promotes the sport in as good a fashion as anybody else. Yeron and all these guys are just a bunch of \_\_\_\_\_ drifters, they drifted right into the scene and they're trying to hang in there with good people. They're trying to be somebody they're not.

## **WHAT ELSE WOULD YOU LIKE TO TALK ABOUT? DO YOU HAVE ANY RADICAL STATEMENTS TO OFFEND THE MASS POPULACE?**

I've got plenty of those, but I don't think the magazine needs any more of em cuz they're not into it. I don't like to talk about other people too much; I like to just keep the topic on the subject of skateboarding and my personal trips. I guess I could seriously say there's a lot of people I'm down on, but I'm not into telling the magazine who I'm down on — they already know it. I'll look em right in the eye and tell em, but they won't even look at me from fifty feet away, these people I'm down on, I think because they feel intimidated. That's been my whole trip since I was a little kid: I'm really blunt with people, I'm really forward; I have an outrageous sense of humor. There are certain people who just don't understand me; they don't know where I'm coming from. Sometimes, when I'm sarcastic and stuff, they can't sense the humor and they really think I'm being super serious. There's almost an attitude about Dogtowners, and the only people who can sense it are Dogtowners themselves. I can say things to my friends that are really intense and radical — they might not even make much sense — but they understand it in their own way. I can say the same thing to somebody from San Diego or up North or something, and they go, "Oh, my God, what is he trying to tell me?" That's why I've been misunderstood a lot of times: They just don't understand it the way I mean it.

## **DO YOU MIND BEING MISUNDER-**

## **STOOD?**

No, sometimes it's good to have everyone interpret things in their own way; then it'll become controversial, something to talk about. That's cool, it makes me a little bit more popular as far as being controversial goes; being controversial isn't bad. Publicity is publicity, good or bad. A lot of people *loved* the interview in *PEOPLE Magazine*, a lot of my really outrageous and radical friends dug that interview, and they're older people, too.

## **COULD WE POSSIBLY INTERPRET THAT YOU'VE BEEN PURPOSELY CONTROVERSIAL AT TIMES?**

Yeah, sometimes, because I feel there's a time to be like that and there's a time to just be yourself. I always try to be myself. even if I'm controversial, it's still part of me, it's still *me*; I'm not being a fake person. If you feel like saying something radical, why hold back? You might as well just say what's on your mind, because if you hold yourself back, you're just gonna wish you said it anyway. The only fault I can really see in myself as far as that kind of trip is sometimes I get down on certain people and say things about them. I realize that's one of my faults and I try to keep away from saying anything about anybody in interviews except people that have offended me personally. It's not that I'm trying to get back at them, it's just that if something I say's gonna get printed, I might as well say it to the right person. There's certain skaters I don't dig and who talk a lot of \_\_\_\_\_ about me behind my back; but when it comes to saying it to my face, boy do they kiss my \_\_\_\_\_! I know it, so I just shine those kids of people cuz I don't need them. They need me more than I need them. It's something for them to ego out on; they can go tell all their girlfriends down in South Bay that I'm \_\_\_\_\_, that I'm a jerk. But can they back that up? Hell, no, they can't do anything to prove it. They can't prove themselves as far as being far out — and I'm not trying to prove that I'm far out, I don't have to. They're trying to prove they're groovy by putting down on me. I don't go around and talk about them to my friends because all my friends already *know* that they're \_\_\_\_\_ jerks and I don't have to go campaign against them — they campaign against themselves by campaigning against me! (laughs)

## **WHY WOULD THEY POSSIBLY CAMPAIGN AGAINST YOU?**

They're just jealous, I think. When I won that SKATEBOARDER Poll, I'm sure a lot of people were stoked and a lot of people dug me for it; but, then again, there's that other side, the side which says, "Oh, \_\_\_\_\_, that's the worst thing that could happen to the sport." But *they* don't know what I'm like. They think I'm





Howling with the Force



# Alvar

gonna ego out on it. But I don't even care; I don't even know why they gave me that award. It's no big thing to me.

## **DO YOU THINK IT PROVES ANYTHING?**

Not really. It just proves what the kids like to read about the most. It proves who they like to see pictures of the most. I guess that's me; that's what it proved. It might have proved who sells the most magazines. It might prove that, too.

## **DO YOU THINK THE POLL IN GENERAL WAS AN ACCURATE REFLECTION OF OVERALL ABILITY?**

Yeah, it is, because I was appealing not only to vertical riders but to slalom riders, downhill riders, freestyle riders, cross-country riders and anybody that's into skateboarding . . . there's a chance they might vote for me, because I did and have done and will be doing *everything*, I'm not *just* a vertical rider. People that are into specialties and stuff try to just say I'm *only* a vertical rider, but they know that's not true. I've won flatland contests since I was fifteen, I've competed in slalom, etc. But vertical is my favorite thing to ride, so they try to classify me as a vertical rider. I thought that if I won that Poll thing they would rip me off. I was thinking about that for a long time; and when it came to the very minute that I won that thing, I didn't know it, man, I swear to God I didn't know.

## **IN CONSIDERATION THAT YOU GOT FIRST PLACE ON THE READER POLL, WOULD YOU CLAIM THAT YOU'RE THE BEST SKATER IN THE WORLD?**

No. I think that I'm *not* the best skater in the world, not the very best. I *would* say that I'm one of the best, I've always been willing to back that up. Anyone who wanted to could challenge me to a contest. I just think the Poll proved what pictures people look at the most. I think I'm the most popular and controversial skater. That's where the Poll was at. Maybe they like my pictures because they're different. I don't look like the standard skateboarder, that's probably why they like me. It's not saying I'm the best skater in the world, though. I am into myself as far as being a positive person; I jack myself up with skateboarding and everything else.

## **YOU LAST INTERVIEW WAS SOMEWHAT CONTROVERSIAL.**

It was somewhat cut up, too! They probably put in about a tenth of what





*"... if kids are trying  
to copy me, they  
better be ready to  
suffer the  
consequences."*





Alvar







Trick or Air?

was recorded; even the introduction was cut up. I got the cuts which Art Brewer sent Bunker and me in Hawaii. The parts they cut out, I wish they could have printed and the parts they left in they should have cut out. They talked about our parties at the Riot House, throwing the t.v.'s out the window . . . that was the most fun! But I guess it was just too radical for the All-American skateboarder and the All-American SKATEBOARDER Magazine.

#### HOW DO YOU THINK THIS NON-INTERVIEW . . .

I hope they print what I say this time. Last time, they really \_\_\_\_\_ things up, because they didn't print the realistic view. Everyone who reads SKATEBOARDER Magazine is so into the magazine because it's their only communication with the real hardcore skateboard world. They're so into the magazine that anything the magazine says, they believe, regardless of whether it's true or not. It's not always true, though. When you start cutting things up, you're cutting out the explanations for what you leave in there. It's really aggravating.

#### DO YOU EVER READ SKATEBOARDER MAGAZINE?

Yeah. I read Off The Wall and certain friends' Who's Hots and stuff; but I don't

read every little thing. Kids come up to me and say things to me out of the magazine; it's like I'm an idol or something. They have it so down, they know every little word, every caption.

#### ONE OF THE OTHER MAGAZINES DID A PIECE ON DOGTOWN. WHAT DID YOU THINK ABOUT THAT?

It was o.k. It was just telling people a couple of Dogtown adventures, but those were only a few. They just recorded a few scenes.

#### ARE THERE ANY SKATERS WHO YOU PARTICULARLY LOOK UP TO?

Yeah, I look up to Bobby Biniak as much as anyone as far as bowl riding goes. Jay's pretty radical; he doesn't make it too much, but he'll go for anything. I remember when Jay was afraid of riding pools. I never pushed him into it, but he's a pretty radical character and he's always doing something different. You have to get respect from a person to show respect for them. Another person that I've gotten into really heavily lately (he's done so much for the sport and he's a really good person) is Ray Flores. He's helped me design wheels, skateboards — he's turned me on to so many different trips that I never knew about, just because he's an older skater; he's twenty-five, but he has the heart of a sixteen-year-old. I really dig him! He's a

vegetarian, he lives a clean lifestyle and he \_\_\_\_\_ plenty of fourteen-year-old girls to keep himself healthy. I really like the guy a lot. As far as respect, I really respect Biniak and Flores. Biniak is my friend, we always have a really good time. Ray Flores has taught me a lot of things as far as being a person and as far as designing things; he's a good designer. The only other person I respect is my girlfriend, because I love her a lot. You can only show skateboarders so much respect, then they start to get egoed out cuz they're all young and crazy.

#### AS A PRO RIDER, WHAT'S YOUR LIFESTYLE LIKE THESE DAYS?

It's pretty kicked back. I kick back heavily all the time and just do whatever I want — travel, surfing, skating — and I spend a lot of time with my girlfriend and with my dog. I only have one girlfriend. I used to get pretty radical with the females, rowdy with the chicks, because I never met one who was right to take care of me. Too many different chicks is like too many different kinds of drugs, it just wears you down. It's better to just be into one lady, because you get a good relationship going where you help each other out, you get to know each other better than just \_\_\_\_\_ a chick and saying, "Later," then never seeing her again. Even if she's the most dyno



# Alva

*"I'm lucky to get away  
with the things I get  
away with."*



WYNN MILLER

Red Session

chick in the world, if you just \_\_\_\_ em and let em go, you're never gonna get to know em; it's almost like wasting your time. But if you're gonna be with somebody, it's not just sex that's gonna keep your relationship going. Sex is always a big part of anybody's relationship because that's the way you communicate your feelings when you're alone. We have a really good relationship and it's not just sex. We dig each other, help each other out. She's into school and stuff, and I don't try to tell her what to do ... and she doesn't try to tell me what to do. We just do what we want to do together, because we have a lot in common.

#### YOU MENTION DRUGS.

Drugs are a part of any modern-day personality's life, especially in the area of Southern California and L.A. I can't even really pin-point drugs to any certain part of the world because they're everywhere now, everybody uses em. Regardless of who says that they don't

use this and that, they're \_\_\_\_ lying, man, they're full of \_\_\_\_, because everybody uses drugs. If you take aspirin, you're using drugs.

#### DO YOU THINK THERE ARE DRUGS THAT INTERFERE WITH DOING THINGS?

Sure, like smack (heroin). It's the worst. At one time, my best friend was into it and it really destroyed his whole life. It's the worst drug; it's such a bad drug that I don't ever want to see it in my life again. I lived with somebody who was into it heavily and who had the money to do whatever he wanted in his life, and it was just a shame that he had to do *that* with it. He had to live off a monster. Anyone who's into it is a \_\_\_\_ idiot! It's not going to get you anywhere, it's not going to do anything for you. Let's say you're over in the Islands and you want to smoke a spike and relax. Then you want to do more and more; and the more you do, the worse it is for you. Heroin will catch up to you and just

turn you into the full junkie, and you're not gonna be able to take care of yourself. That's the *only* drug I'm really down on. It destroyed someone I really loved. In destroying him, it destroyed a lot of other people, too, who knew and didn't do anything to help. But you can't blame yourself; you gotta blame the person who wanted to do it.

#### AS YOU GET OLDER, DO YOU FIND YOUR ATTITUDES CHANGING?

Yeah, I'm getting a lot mellower, that's why I just have one girlfriend. I don't fight as much anymore. I still like to fight once in a while, just to party with friends when you feel rowdy and you feel like punching somebody around. It's not bad to take out your aggressions on the right people. There's plenty of \_\_\_\_ around to take your aggressions out on. I learned, because I got in a fight and got punched in the eye and had to have surgery and stuff, and it wasn't worth it. It really showed me where fighting's at. But there are some people, when they



get on your case and try to intimidate you and talk behind your back, when you catch up with them and you feel like punching them, you do it. The only thing I punch people out for is \_\_\_\_\_ with me behind my back or to my face or \_\_\_\_\_ with my girlfriend. They just have to do something pretty \_\_\_\_\_ to me to have me just walk up and nail 'em. If the guy's bigger than me, I don't give a \_\_\_\_\_; you can always pick up something, go call a couple of your friends or something. There's always someone badder. You could be a little guy and not be as bad as somebody; but once you pick up your Louisville Slugger, you're just as bad as the big guy. It only takes one punch. It doesn't matter if it's fair, cuz fighting isn't fair, it's just fighting. I'm not into it that much any more cuz I'm growing up. When you fight now, if you're over eighteen, you get thrown in jail! I don't want to go to jail for something as lightweight as punching some jerk out. It isn't worth it.

There was an incident which went down in my alley. These three chicks beat up a friend of my girlfriend and then broke the window out of my girlfriend's car. I went out and knocked the \_\_\_\_\_ out of those chicks! I fought 'em, but it was a lightweight matter. I just slapped this chick and it just so happened that it broke her nose. Then, when I slapped this one chick, those other chicks attacked me, so I was fighting three chicks at one time. I said, "Why am I fighting these chicks? I'll just go grab my barrel-jumping board and destroy their car." I ran after them, and they tried to take off in their car; but I smashed my board right through their windshield. Next thing I know, the chick's trying to sue me a week later! They dropped the suit because it was a friend of my sister's. I won't mention her name, because she don't want any bad publicity. She's a model. I don't know how good a model she's gonna be now with a broken nose. Anyway, she *did* try to sue me! Now I'm older, I have a little bit of money, and people realize that: "Alva's got some money, so if he \_\_\_\_\_ with us, we can sue him" That made me realize that I really have to mellow out on a lot of things.

### **WHAT'S YOUR POSITION WITH YOUR BUSINESS? ARE YOU OWNER?**

Yeah, I'm a co-partner. Nothing happens without my approval. They can't make a board and put my name on it without my approval. I'm not into throwing my name on something that would be like an insult. I get my percentages plus my weekly salary and I design whatever I want to design. There's just one other guy, Pete Zehnder, and we just do what we like. We have an advertising campaign a lot different than any one else's, we make it a little bit clas-

sier, eye-catching; we want something trend-setting, just like Dogtowners are trend-setting. Everybody's looking to them for direction. That's what I'm trying to do with my ads. Instead of cluttering the pages with these ridiculous, ugly-looking ads, I tell em what they want to know: Alva Skates, address, where to get the skates. Like I said, I'm blunt and I want to make the advertising blunt and straightforward. Put it there; if people dig it, they dig it. If they don't, they don't. Obviously, they dig it; we got "Best Advertising" in the Poll, so people are into my advertisements and I'm glad. I like doing what's different. It's like French fashion advertising, kind of a trip. You can't put a title on it. The main thing I can say is that it's just a little bit classier than all those trashy ads.

### **AS A PRO SKATER, ARE YOU CONSCIOUS OF YOURSELF AS A ROLE MODEL TO YOUNGER KIDS?**

You mean people trying to copy my role as a skateboarder?

### **WELL, ARE YOU CONSCIOUS OF YOUR PUBLIC IMAGE, DO YOU FEEL YOU HAVE ANY INFLUENCE OVER THE YOUNGER KIDS?**

Yeah, I think I do, but I don't think about giving direction to other kids. I do what I want to do; and if they want to do what I do, they had better be ready to suffer the consequences, because I've had to. I'm not into showing people direction and trying to get people to copy me. I'm just into being myself; and if people want to copy me — which they do . . . there's been so many things I started, like wearing Vatto hats and bandannas and two-tone tennis shoes, words I use and stuff — but as far as doing radical things and getting away with em, not everybody can do that. I'm lucky to get away with the things I do get away with, sometimes, but I'm not into getting people to copy what I do. As you see in SKATEBOARDER Magazine and stuff, I don't get that many cover shots because I don't wear safety equipment. I don't think I need safety equipment.

### **DO YOU EVER WEAR SAFETY EQUIPMENT?**

Yeah, I wear it at parks because they make me wear it. I'm not the kind of skater who'll go throw on my safety equipment because somebody told me they'd put me on the cover. Big \_\_\_\_\_. Who wants to be on the cover if you have to conform to someone else's trip, just to be on the cover of some magazine?

### **DO YOU THINK THAT SORT OF THING GOES ON?**

Totally. It's been going on ever since that whole trip started. There's so many shots that I've had that are just dyno shots that could be used on the cover, but they won't put em there because I'm

not wearing safety equipment. That's cool. All the kids *should* wear their equipment because they don't know how to fall. If you don't know how to fall, you'd better wear your safety equipment or you're gonna get \_\_\_\_\_ up. Me, I've been riding a long time and I know how to fall; that's why I don't wear the equipment. I've never broken any bones and I don't plan on breaking any bones, you know, because I know how to fall. I fall as bad as anyone else, but I get up with nothing, no scrapes, no broken bones. I've only sprained my ankle twice. The main thing is knowing how to fall. If you're gonna take a bad fall and break something, it doesn't matter how much equipment you're using, you'll still break it. If you don't know how to fall, you're gonna hurt yourself. If I get hurt, that's when I put on equipment; like, if I hurt my elbow or knee, I put on the pads. That might seem stupid to you, but that's the way I am. My only equipment is my bandanna and my high-top Nike shoes. That's my safety equipment. I always use my high-top shoes because, sometimes, the board will come up to me and try to do the jaws trip and bite me from behind, so I need em! They're my favorite safety equipment . . . and my bandanna to keep my hair out of my eyes. You definitely need it. If you don't know how to fall, you need elbow pads, knee pads and helmets. I you know how to fall, you don't

### **IS THERE A PARTICULAR REASON WHY YOU DON'T WEAR THEM?**

It feels like you're tying yourself up or something; you've got restrictions — you're restricting your body movement. You're unweighting your natural balance, too. Your head's really heavy, your legs and arms are real stiff and bulky and you don't move as naturally as you do without it. But when I'm doing demos for kids promoting the safety, I say pads are helping. It's true, too. I'm not saying, "don't wear pads," just because I don't wear em; but I'm saying if kids are trying to copy me, they had better be ready to suffer the consequences. If you're not gonna wear pads, you had better know how to fall or else you're gonna suffer, for sure.

### **DO YOU FIND YOURSELF GETTING LESS RADICAL IN YOUR SKATING AS YOU GET OLDER?**

No, not at all. I've been getting *more* radical. I never did aerials before, but I can honestly say that I was one of the first people to ever do frontside aerials; the only person I ever saw do a frontside areal before me was George Orton at Skatopia and he was just pulling his board off the wall a little — it wasn't really an aerial, more like a bunny hop. I took it to the limit by hitting the coping then pulling up. I was the first one to hit coping and then pull em up; I don't care



# Alva

what anyone else says. You can ask Kent Senatore and Valdez and those guys, any of the guys that skated the Dog Bowl. I was the first one to use the coping as a launching trip to lift me up and out. When I do an aerial, I don't just go up and pull the board off the wall. I go up and *out off the wall*, then just drop back down. I'm trying to do 360 helicopter aerials out of the pool and backside 360's and stuff. I haven't seen anybody do that. I'm not into Suspenders or anything like that, artificial trips like Sky Hooks. I'm just into using my body and the board . . . that's all.

## **DO YOU THINK THE PARK BUILDERS ARE KEEPING UP WITH THE LEVEL OF SKATING?**

Yeah, kind of; but they haven't built any really good parks yet, because everybody's trying to build their parks so quick and so sketchy that they're not coming out as good as they should be. I'm sure they'll build some good parks pretty soon, but right now, they're building them so sketchy that it's \_\_\_\_\_ up the sport. I went to Florida and the parks there aren't built for skaters; they're built for the people who make money off em. The kids are forced to ride these parks; they have the ambition to rip the park no matter *how* \_\_\_\_\_ it is, but they should be building parks to progress the design and the skating. If the design is getting better, the skating's gonna be cleaner and better.

## **WHAT'S YOUR FAVORITE SKATE PARK?**

I don't really have a favorite. I like certain parts of certain parks. When I go to a park, I only ride my favorite run. I like the big bowl at Oxnard with the coping; I like the pipe at Upland and the half pipe at Skatopia. What I'm really looking forward to — which I designed for a couple of parks — is a half pipe with coping. There hasn't been one of those yet. Also, a couple of really good pools with coping. I wish they could bring an Ameron pipe into a park, they're my favorite things to ride (besides pools).

## **WHAT ARE THE BEST BOWLS YOU'VE RIDDEN?**

Probably the Dog Bowl, Keyhole, Gonzales', Devonshire was a good one, the blue pool that Palfreyman, J.P., Muir and I used to ride, and that's about it. Just good, old-fashioned pools with plenty of coping. Dog Bowl was probably the best overall. It was cool to ride it, it was big and had great coping.

Gonzales' is pretty good; it's hot, because it's just a perfect kidney. Mr. Gonzales is just getting totally greedy and he wants to charge everybody \$100 a day, just to ride his pool — that's ridiculous!

## **DO YOU RENT IT?**

We rented it for some photo sessions. Why pay when you can sneak in when the guy's not home? That's always been pretty much the attitude around our neighborhood. There's been a lot of rowdy encounters because of that, but still, if you're gonna skate pools and stuff, it's better to be ready for anything . . . ready for police, ready for the owner, for dogs, anything. Part of pool riding is the adventure of being ready for anything that's gonna come down. Same with riding pipes in Arizona, some radical things happen. There's these crazy red-neck sheriffs and you gotta look out for them. You gotta be able to skate good and fast, run good and fast or else be able to fight good. When things come down like that, you don't have time to think about it; you just gotta *do* it right then. Also, another thing with riding pools and stuff — it's every man for himself. If the cops come, you're not going to be holding your friend's hand. Everybody's just going to go their separate ways. Just hope you get away with it. It's different from going to a skate park and just rolling around in your pads. That's not as exciting.

## **YOU MISS THE EXCITEMENT?**

Yeah, well, I don't miss it cuz I still do it once in a while, but it's like going to a secret surf spot or something: It brings back the adventure in the whole trip, not just like going to Big Surf in Arizona and paying your \$2. It's more like going out to Pipeline and taking your chances.

## **DO YOU MISS SKATING ANY OF THE POOLS THEY CLOSED AROUND HERE?**

Yeah, kind of. But the banks and the trips were just part of my childhood, that's where I learned to skate; that's what really polished my tricks. I can still go there and skate when I want to. I go there once in a while and the coaches come out and chase you . . . it's just like when I was a little kid, 11 years old. You just look at em and laugh. We used to skate around the school about twenty times and we knew every little passageway and the coach would be chasing us around. There'd be about fifteen of us, and he could never catch us . . . back in the times when the boys were just getting rowdy, that's when we were all young.

## **DO YOU THINK SUCCESS HAS IN ANY WAY CHANGED THE CAMRADERIE OF THE DOGTOWN BOYS?**

Yeah, they're turning a little bit more

self-conscious; they watch what they do now. They're not just street kids anymore. They're getting a little bit classier, they're all learning how to drive good, nice, fast cars, go around with rich chicks — you know, everything that goes along with being an L.A. party boy. If you want to be an L.A. party boy, man, Dogtown guys are where it's at. The chicks around here are craving the Dogtown guys! You could take your pick of any of the chicks around here if you're a skate star. I could do that, too, if I really wanted it, but I'm not into it anymore.

## **ARE THERE A LOT OF GROUPIES IN DOGTOWN?**

Not really in Dogtown itself, but just Dogtown groupies. Yeah, there's plenty of em.

## **HOW HAS SUCCESS CHANGED YOU?**

The only thing about success that's really changed me is the money. Having more money and stuff, I'm having more fun. I guess that's the best part of it, having money to spend, going out to nice restaurants, driving nicer cars, spending more money on yourself and your friends and family and girlfriend. Indulging a lot heavier in anything you always wanted to do. Own a couple of apartments, have a couple of pads to be at . . . like that.

## **WHAT KIND OF CAR DO YOU HAVE?**

Right now, I have a '53 Chevy and I'm planning on getting a little BMW or Porsche. I rebuilt this truck and put a new tranny in it; it's a pretty nice truck. I got an apartment house in Malibu on the beach, sort of cuz I like hanging out at the beach. Then, I've got an apartment in town (in Venice) for just partying and getting rad and taking care of business. I guess those are the benefits.

## **ANY INVESTMENTS YET?**

I'm investing in my company. The more money I put into my company, the bigger percentage I get. My company is really right on right now; it's been really good. That's what I'm really into because it's *my* name. Whatever I want to make out of that company, I can — because it's *my* company. If I wanted to, I could make Tony Alva jock straps, it wouldn't matter. That's what's good about having your own company.

## **WHAT WAS THE HIGH POINT OF YOUR SKATE CAREER?**

Probably winning the World Championship when I was nineteen years old at Carlsbad, or else winning the barrel-jumping two year in a row. Just competitions . . . or else, making my company, signing the contract to start my company. That was a high point in my career.



WYNN MILLER



*Leaning back and edging out at Gonzo's.*

*Baby Doll, you are M.M.D.H!*

WYNN MILLER





# Alvar

*"Sometimes, it's good to have everyone interpret it in their own way."*



GLEN FRIEDMAN

*Showing air for his girlfriend, Thai's, in background.*

## WHAT WOULD THE LOW POINT BE?

Ha! The low point? I've got to think about that. The low point was probably when I got in that fight and got my eye \_\_\_\_\_ up and I was in the hospital for about a month... well, not a month, but I was in there quite a while — wondering if I was going to be blind or what. I didn't know what was happening with that trip.

## WHAT WAS THE FIGHT ABOUT?

I was at a skate park and some geek ran me over. It happened when I was picking up my skateboard, and I got up and got in an argument with the guy. He was huge! A big tall guy. We got in a fight, he threw some punches and the third one went straight down to the bottom of my eye, cracked the bone around my eye; and then the muscle that controls your eye got stuck inside the crack, so I was seeing double. My left

eye wasn't moving in unison with my right eye. That's why, when I drink and stuff, I'm so used to that one time waking up every morning and seeing double, when I drink too much and start seeing double I never get sick. When I start seeing double, I just go, "Oh well, you've been like this before," and it really doesn't matter.

## WHAT'S YOUR FAVORITE KIND OF ALCOHOL?

I like greenies. And when I say, "greenies," I don't mean little green pills, like they said in the magazine, I mean Heineken, my favorite brew. Biniak and I power those pretty heavy at night. I like margaritas and stuff, but I never drink when I skateboard; that would be a big mistake. That would be just like asking for it. I don't even drink half a beer or anything, I don't drink *any* alcohol when I skateboard. If you're

going to go have dinner at the Chart House, you've got to have something, definitely, a couple of Mai Tai's or something, to get you into partying.

## DO YOU REALLY EXPECT THESE PEOPLE TO PRINT ALL THE THINGS YOU SAY? WHAT DO YOU THINK ABOUT WHEN YOU DO THESE NON-INTERVIEWS?

I think about just telling the truth and hoping that they'll print whatever I say. But I know they won't, cuz they're not into reality. If you're too realistic and too truthful, people don't like it. I mean, people *do* like it, but they won't print it. (Tony wrestles with his girlfriend with much squealing and laughter) I'm an animal! Ugh, um, um, um!!!

**SEE YOU LATER, TONY.**









# *Battling in the Badlands:*

## *The Second Hester/ISA Pro Bowl Contest*



*A touch of class. Stacy Peralta, here executing his stylish board-snap lip slide, scored high at Upland and disproved theories about old dogs and new tricks. Photos: Jim Cassimus*

by Curtis Hesselgrave

Contest number two of the Hester/ISA Pro Bowl was held at the Pipeline Skate Park in Upland, CA. The Pipeline is thought by many to be the best park now operating in Southern California. The premier run at Upland is a pipe-bowl combination that matches a pipe 20' in diameter and 40' long with a 30' wide, 12' deep bowl. The skaters are free to ride both features in one run. The outer limits of skateboarding were to be probed in this run over the weekend of April 15-16, 1978.

There were four events in the competition. The big money was once again on open single routines in both bowl and pipe. \$100 per event was on the line for one-wheelers, pipe pasting and doubles. Doubles, as at Spring Valley, would be a two-day event with com-



bined scores determining the winners.

Saturday, April 15th, was cloudy and rain threatened. Practice started at 8:00 o'clock; by 9:30, almost fifty skaters had signed up and were riding. All the current point leaders—Alba, Dunlap and Olson—were there and working out. Also present were Doug Saladino from San Diego (looking strong); Tay Hunt and new-comer, Kirk Kimble, both were skating home territory.

At 10:30, Henry called the riders' meeting and announced that the rain was in San Pedro and blowing our way. The skaters voted to start competition and go on until rained out. That turned out to be three skaters into the first event, which was one-wheelers.

the first round, four men were tied for first with twenty-six wheelers each. Doug Saladino, Tay Hunt, Steve Alba and Frank Blood then skated for an additional one minute each and Blood was knocked out with a twenty-six while the others made twenty-seven. Elimination round two saw Alba knocked out; but Hunt and Saladino were still deadlocked at twenty-seven each, so Henry declared a tie. \$100 went to each. Next was the first doubles round. Practice showed that the routines were much more carefully worked out than at Spring Valley. All the teams were new and much more thinking had been devoted to planning for this event. With more room to move and more terrain to

parent that the skaters with more experience in the larger realities of Upland had a decided advantage, especially in the use of speed and consistency of height on all features. Certain routines stood out. Kirk Kimble, just turned pro, put in a bowl routine that fairly crackled with energy. Pulling off a couple of precariously close-to-the-edge lip slides, Stacy Peralta skated with smoothness, brilliance and consistency. Rick Blackhart did some amazing frontside roll outs. Other notable moves were lipper 360's by Steve Olson and Mike Weed, frontside cess slides by Doug Saladino and a nose 360 by Tony Jetton.

The field was cut and the skaters and officials retired to a steak dinner thrown



After a mad scramble to get all the banners down so they wouldn't melt in the downpour, everyone retired for the rest of the rainy day. Some went to the pinball machines at the park, some to pillow fights in the hotel (pillows met their end and an unnamed team manager met the hotel manager—feathers flew).

Sunday morning was cloudy but it wasn't raining. Skaters were practicing by 9:00. At 10:30, Henry called the riders' meeting where it was announced that, contrary to Henry's bad dreams about being jinxed by the weather, this year was actually the wettest year this century has seen and that in only two other years since rainfall has been measured in L.A. (1884-5 and 1889-90) had there been more rain. The contest then got underway, again with one-wheelers.

Competition was strong. By the end of

move on, exciting routines were the order of the day. Twelve teams put on an excellent display of skill and the leaders (Alba and Dunlap) went to the second day, scoring strongly with double pipe fly outs, criss-cross lines and toe stalls. Close behind were Stacy Peralta and Kirk Talbot with a beautifully coordinated routine with simultaneous lip slides and tandem kickturns. In third place were Randy Travers and Tom Inouye who used lines that included clovers and airbornes over carves.

After the end of the doubles event, skaters were divided into heats of five to run the first eliminations. The field of forty-six skaters would be cut to sixteen for the following day's finals. Each rider had three thirty-second runs in which to make his play. The best two out of three would be combined for his final score. As the heats progressed, it became ap-

parent that the skaters with more experience in the larger realities of Upland had a decided advantage, especially in the use of speed and consistency of height on all features. Certain routines stood out. Kirk Kimble, just turned pro, put in a bowl routine that fairly crackled with energy. Pulling off a couple of precariously close-to-the-edge lip slides, Stacy Peralta skated with smoothness, brilliance and consistency. Rick Blackhart did some amazing frontside roll outs. Other notable moves were lipper 360's by Steve Olson and Mike Weed, frontside cess slides by Doug Saladino and a nose 360 by Tony Jetton.

Monday dawned bright and sunny. Through the hotel window we could see Mt. Baldy covered with snow and the sky was a luminescent blue. By 10:30 the skaters were practicing. The competition got underway at 2:00 with a brief meeting and sign up for the pipe pasting event. Each skater had two runs to put a sticker as high as he could in the pipe. To be legal, the sticker had to stay in place for the whole event and the skater had to ride out of the turn and back up the other side of the pipe. This event ran fast; and when it was over, Steve Alba came out on top with Kirk Talbot and Tay Hunt right behind him.



*Overshadowing his freestyle record, Doug Saladino's vertical abilities proved immense at both Spring Valley and Upland. Photo: Jim Goodrich*



This is a good time to mention some details about the pipe at Upland. The skaters there have a system for judging how high they are using the lines left in the concrete by the forms used when the pipe was made. Don Hoffman (the co-owner along with his Dad, Stan) marked these lines in magic marker so height would be easier to judge. (Incidentally, hats off to these two gentlemen and their staff for an excellent job.) In the photos, the red line is five lines up the pipe, the yellow is six and the black is seven. Now, seven lines up is more than three-quarters of the way up the pipe and Alba's winning sticker was a good foot-and-a-half over seven lines! This gives you an idea of how high they were skating.

Next was round two of the doubles event. As had happened at Spring Valley, the leaders maintained their positions and the final standings were the same as the day before with Alba and Dunlap again putting in a strong routine and taking the cake. Peralta and Talbot, whose synchronized routine was plagued by falls, finished second and Travers and Inouye got third place.

With the day's money events out of the way, main event practice got underway by heats. Since there had been two ties in the top sixteen, there were eighteen skaters lined up for a shot at the next cut to eight. The round progressed and some good skating was seen, but it was only a mere taste of what was in store.

Once the field was cut to eight skaters, the number of runs required of each skater increased to five. The top three runs were counted and two were discarded. This is where a rider's individual interpretation of the music and the bowl really began to be felt.

The eight were reduced to four and riders Steve Olson, Scott Dunlap, Tay Hunt and Chris Strole squared off for



## Results:

### One Wheelers

1. Hunt
1. Salidino
2. Alba
3. Blood
4. Bowman
- Peralta
- B. Buck
5. Dunlap
- Inouye



"Pineapple" was ripe for the one wheelers competition, tying with Tay Hunt for 1st place.

the next-to-last round. Two would continue to the head-to-head finals and the other two would place third and fourth.

Now the competition got intense. Dunlap amazed everyone with consistent five to six foot high fly outs from the pipe. Olson performed a new maneuver each run, showing an incredible mixed bag of moves. But it was Strople and Hunt who stole the scene. Strople was doing tail blocks, cess slides and figure-eight aerals. Hunt was doing pipe cess slides five and six lines up, not to mention roll out power carve lines into airborne re-entries. Together they stood head-and-shoulders above the others.

So, out of the semis and into the finals. At this point, both Chris and Tay had taken thirteen competition runs and innumerable practice runs. The sun had set and the lights come on. A stoked crowd of two hundred was cheering them on. Then these two fine skaters reached deep down inside themselves and pulled out five of the best runs they've ever done. Layer upon layer of excellence came forth as Chris and Tay traded runs. Between runs, they exchanged friendly words as together they put on an exhibition of the extraordinary state of the art. Chris performed consecutive aerals interspersed with six-line cess slides in the pipe and edger cess slides in the bowl. Tay took lines through the bowl and pipe that Don Hoffman, who has watched the skating there since the park opened, had never seen before. We saw incredible combos of pipe cess slides into airborne roll outs into vertical drop ins into more airbornes; there was a fantastic fluid variety.

In the end, Tay edged Chris by 801 to 774 points, with Dunlap in third (with 734) and Steve Olson fourth (with 718).

The awards ceremony was like the calm after the storm. In addition to all the



Steve Alba, another "young Turk" (Badlander, actually), continuing the power play he began at Spring Valley. Steve took 2nd in one wheelers.



Third place wheeler, Frank Blood, surged red hot throughout the competition. Photos: Glen Friedman





Steve Alba, establishing a reputation for fully functional, often intimidating moves. Photo: Jim Goodrich



## Results:

### Upland Doubles

- |                       |                        |
|-----------------------|------------------------|
| 1. Dunlap<br>Alba     | 7. Sherman<br>Cassimus |
| 2. Talbot<br>Peralta  | 8. Weed<br>Kimble      |
| 3. Travers<br>Inouye  | 9. Gahimer<br>Oaks     |
| 4. Schisler<br>Jetton | 10. Orton<br>Blood     |
| 5. Olson<br>Saunders  | 11. Bowman<br>Viecco   |
| 6. Strople<br>Hunt    | 12. Buck<br>Gifford    |

place finishers, awards were presented for the best single maneuver—which went to Dunlap for his consistent pipe fly outs—and the “biggest beef”—which went to Frank Blood for a spectacular face-first concrete bite while doing a fly out from the right side of the pipe.

At the first contest in Spring Valley, there were thirty-six skaters. This one drew forty-five. The next competition in this series, scheduled for late May or early June, will undoubtedly draw more as this series continues to carve creative lines through skateboard competition.

*Dynamic doubles duo, Frank Blood and George Orton. Photo: Glen Friedman*

*Settling in for the show, judges (left to right) Curtis Hesslegrave, Bob Skoldberg, Mike Williams, Ray Allen and Gary Coccaro. Photo: Jim Goodrich*







First prize, a new event in surfing, high  
level and complex (the best) test, must  
make the man after that with being so well  
had this film turning up just



## Results:

### Pipe Pasting

1. Alba
2. Talbot
3. Hunt

## Epilogue

by Gary Coccaro

Reflecting back, now that the progressive clouds of skate energy have dispersed from Upland's excellent skate arena and the players of this epic skate encounter have returned to their own respective skate centers, the thought that comes to my mind is that the ultimate reality of skate competition has evolved on this planetary orb.

The dynamic explosion of lines performed by the maddest of all dogs provided performance parameters perceived by all the participants present. The essence of the "Dog's" performance beyond the vectors of verticalness were literally thrust upon those fortunate enough to focus. Needless to say, his lines definitely influenced the level of skating as well as spectator enthusiasm.

It's time for the people of the world to get a glimpse of the progressive state of the art. The energy that accumulated in Upland for this contest would have made unreal T.V. material . . . (Oh, well, things to come).

*Pipeliner, Steve Alba, contorting and unweighting (note left foot) for maximum effect. Photo: Jim Goodrich*

*Judges, officials and contestants confirm Alba's win. Photos: Jim Cassimus*





## "a significant step forward..."

It was a momentous two days. By the time the second Hester/ISA Pro had come to a close, more than a few spectators, officials and contestants, independently of each other, had arrived at the exact same conclusion: What occurred at Upland on April 16 and 17 was the "best skating" they had ever seen. Perhaps, moreover, it would remain so indefinitely; at least until the Pipeline Skatepark plays host to another major competition or until other similarly accommodating parks are constructed. The 20' pipe and adjoining 13' bowl seemed the ideal setting for a park riding contest of truly "professional" stature.

In retrospect, the Upland contest represents a significant step forward for both the skatepark and skateboard competition in general. The high-performance park now appears ready to fulfill its original promise as a unique staging ground for the dynamic spectator sport pro pipe and bowl riding seems destined to become. It is especially hard to con-

ceive of more exciting skating than that which went on in the bowl freestyle event. For example, Tay Hunt's loaded routines, which usually began with radical rollouts along the bowls edge and long floaters in the pipe and culminated with explosive aerials back along the bowl, always brought the crowd to their feet, reacting with the kind of frenzied enthusiasm usually reserved for a Super Bowl game or a major rock concert.

The "best skating" may be a subjective interpretation of what went on during those eleven hours of intense competition; but undoubtedly, something important *did* take place. As for myself, well, I am just stoked for having been there. On behalf of SKATEBOARDER, I would like to congratulate the Pipeline's proprietors, the Hoffmans, and, of course, Henry Hester and the ISA for putting together such an incredible contest. Skatepark competition has finally come of age.

**B.G.**

## Results:

### Upland Bowl Riding

- |               |                 |
|---------------|-----------------|
| 1. Hunt       | 22. Jetton      |
| 2. Stroppe    | 23. B. Buck     |
| 3. Dunlap     | Chick           |
| 4. Olson      | 24. Sigardson   |
| 5. Peralta    | 25. Deluca      |
| 6. Schneider  | 26. Orton       |
| 7. Talbot     | 27. Gahimer     |
| 8. Blood      | 28. Wierzbinski |
| 9. Kimble     | 29. Allred      |
| 10. Weed      | 30. Garrett     |
| 11. Blackhart | 31. Cathey      |
| 12. Alba      | 32. Cantu       |
| 13. Hawks     | 33. Hood        |
| 14. Salidino  | 34. Gosnell     |
| 15. Anderson  | 35. Sherman     |
| 16. R. Valdez | 36. R. Buck     |
| 17. Saunders  | Schisler        |
| 18. Bowman    | 37. Oaks        |
| 19. Marteniz  | 38. Cassimus    |
| 20. Inouye    | 39. Viecco      |
| Gifford       | 40. Horvath     |
| Marker        | 41. Schaub      |
| 21. Travers   |                 |

*Incomparable floaters helped carry Tay Hunt into 1st place in the bowl/pipe freestyle event. Photo: Jim Cassimus*







Kevin Anderson, one of the original pipe pioneers, put in an impressive appearance at Upland. Photo: Glen Friedman



Confident edge play. Steve Alba. Photo: Jim Goodrich







Alba, once again, in high form. Photo: Jim Goodrich

## Results:

1. Scott Dunlap Steve Olson	140 pts.	14. Owen Allred Bob Boyden Bryan Buck Randy Buck Mike Cantu Jim Cassimus Garrett Chick Curt Cortum Scott Deluca Steve Ferris Lee Gahimer Peter Gifford Tony Harnell Gunner Haugo Bella Horvath Tom Inouye Tony Jetton Eddie Katz Darrell Miller Ray Ritter Steve Schisler Kent Senatore Marty Shaub Steve Sherman Jim Sigardson Mark Wierzbinski	15 pts.
2. Steve Alba	125 pts.		
3. Tay Hunt	115 pts.		
4. Mike Weed	110 pts.		
5. Chris Strople	85 pts.		
6. Doug Salidino Doug Schneider	75 pts.		
7. Kirk Talbot	70 pts.		
8. Doug Marker	60 pts.		
9. Gregg Ayres Steve Cathey Stacy Peralta	55 pts.		
10. Rick Blackhart Harvey Hawks	50 pts.		
11. Frank Blood Dennis Marteniz Layne Oaks Robert Valdez	40 pts.		
12. Brad Bowman Robert Garrett Russ Gosnell Howard Hood George Orton Rod Saunders Randy Travers Arthur Viecco	30 pts.		
13. Kevin Anderson Paul Hoffman Kirk Kimble David Paul	25 pts.		

Casual air. Young upstart, Scott Dunlap, shows one of the reasons he is currently tied (with Steve Olson) for total points in the series. Photos: Jim Cassimus







Freeze frame on Kirk "Flash" Talbot, reveals critical breath and body control. Kirk presently holds 9th position overall. Photo: Glen Friedman







Waiting in the wings. Photo: Glen Friedman



Pleased 2nd place doubles team, Talbot and Peralta. Photo: Jim Cassimus



T.A., cruising and enjoying the proceedings. Photo: Jim Cassimus



Big Mac and cohort, Bobby Garcia. Photo: Jim Goodrich



A fitting tribute to Henry at post-competition barbeque. Photo: Jim Cassimus



Hesslegrave providing instructions. Photo B. Gillogly



Tay, pipe/bowl riding winner. Photo: Jim Cassimus

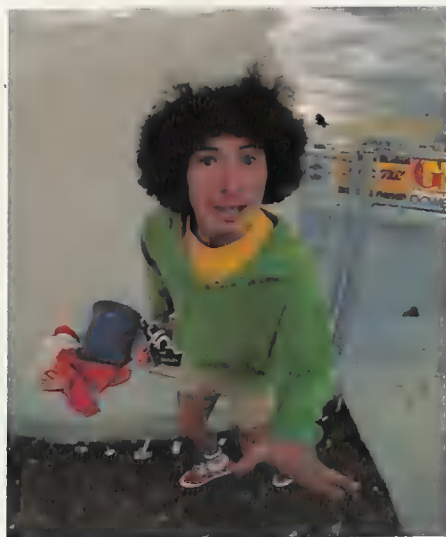




Dunlap and Alba, best of friends and top doubles team. Photo: Jim Cassimus



Scott Dunlap. Photo: B. Gillogly



Dennis Martinez. Photo: Jim Cassimus



Henry Hester, Di Dootson and Diana Line (seated). Photo: Jim Goodrich



Refueling and recouping, George Orton. Photo: B. Gillogly



Local favorites, Hunt and Strople. Photo: Jim Cassimus



Bowl/Pipe finalists (1st-4th): Hunt, Strople, Dunlap and Olson. Photo: Jim Cassimus







# FOCUS



**SkateBoarder**

Soup 'Pineapple' Saladino  
JIM DOOTCHIN







# FOCUS



GLEN FRIEDMAN

Conrad Miyoshi and Bob Piercy.



# FOCUS



Rick Blackhart.

JIM CASSIMUS









Tom Inouye, Desert Pipes.

MURDER JOE



# FOCUS



HUNTER JOSLIN

Tom Inouye, Desert Pipes.





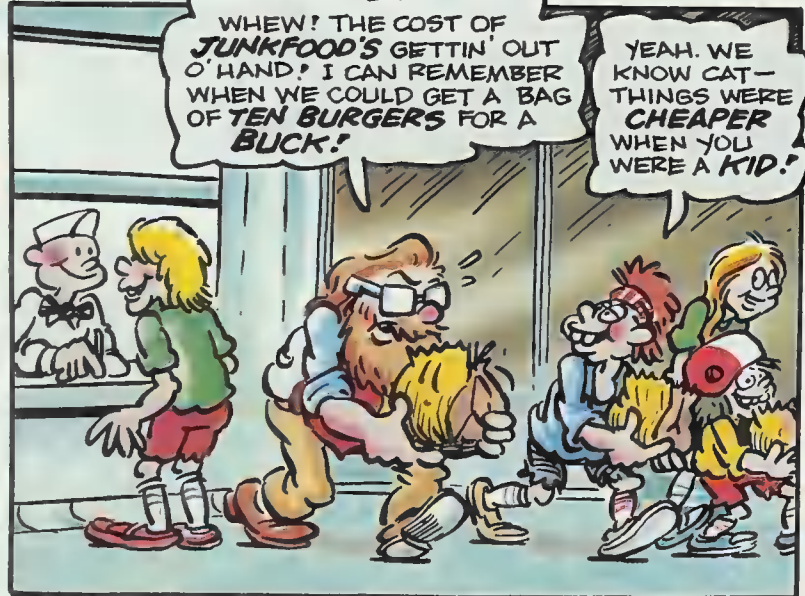
BY TED RICHARDS

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SKATEBOARDER MAGAZINE AND KURT LEDERMAN

HEY CAT!  
THAT SESSION AT TH'  
SKATEPARK REALLY WASTED  
US—LET'S GAS UP!

AW,  
A'REET...

McBURGER'S



WHEW! THE COST OF  
JUNKFOOD'S GETTIN' OUT  
O' HAND! I CAN REMEMBER  
WHEN WE COULD GET A BAG  
OF TEN BURGERS FOR A  
BUCK!

YEAH. WE  
KNOW CAT—  
THINGS WERE  
CHEAPER  
WHEN YOU  
WERE A KID!



NOT ONLY CHEAP  
BUT GOOD!



YACH!!

SPLOO



HEY WOW! WHAT'S  
THE MATTER CAT?  
THESE BURGERS  
TASTE GOOD  
TO US!

THAT'S BECAUSE  
YOU NEVER TASTED  
ONE OF THOSE FIRST  
MILLION MCBURGERS!



BUT THOSE  
DAYS ARE GONE  
CAT! YOU CAN'T  
GO BACK IN  
TIME!

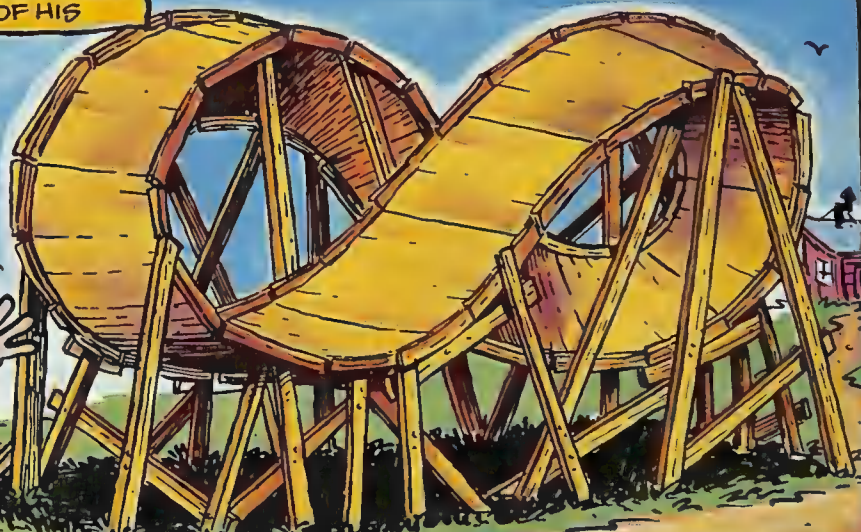
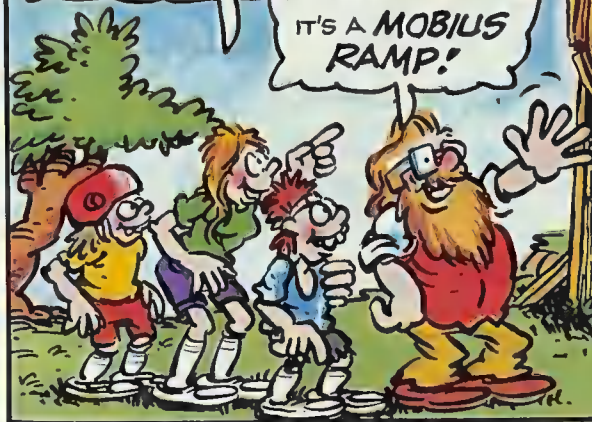
OH YEAH?  
WE CAN  
TRY!



**T**HE CAT'S CONTEMPT FOR MODERN JUNKFOOD HAS MOTIVATED HIM TO UNVEIL ONE OF HIS MORE FAR-OUT INVENTIONS!

WOW! THAT'S A REALLY **RADICAL** LOOKIN' RAMP. CAT? - HOW DOES IT WORK - HUH??

IT'S A **MOBIUS RAMP!**



Y'SEE, IT'S ACTUALLY A HUGE **MOBIUS STRIP**, WHICH IS A **TWO DIMENSIONAL PLANE** WITH A **TWIST** THAT CUTS THROUGH THE **THIRD DIMENSION**!!



AND WHEN WE REACH TH' **TWIST**, I'LL CALL FORTH THE ANCIENT GRAVITATIONAL POWERS OF THE **MA-BU-HU**, AND HOPEFULLY, WE'LL LEAP THROUGH THE **THIRD DIMENSION** INTO ANOTHER **TIME ZONE**!



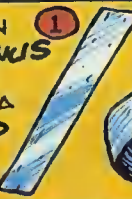
I DON'T UNDERSTAND CAT!

I'M A LITTLE **FUZZY** MYSELF, BUT... **HERE WE GO** —

**RAD-E-KAL-MON!**



HEY! YOU CAN MAKE A **MOBIUS STRIP**, TOO! FIRST, TAKE A **LONG STRIP** OF **PAPER** —

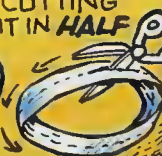


MAKE A **HALF TWIST**, THEN TAPE IT TOGETHER ON BOTH SIDES.



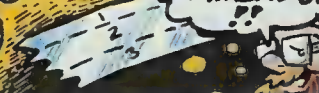
**3 THERE!**

NOW TRY CUTTING IT IN **HALF**



BETTER YET, TRY CUTTING IT INTO **THIRDS!**

YOU CAN'T **DEFY** TH' **THIRD DIMENSION**!!



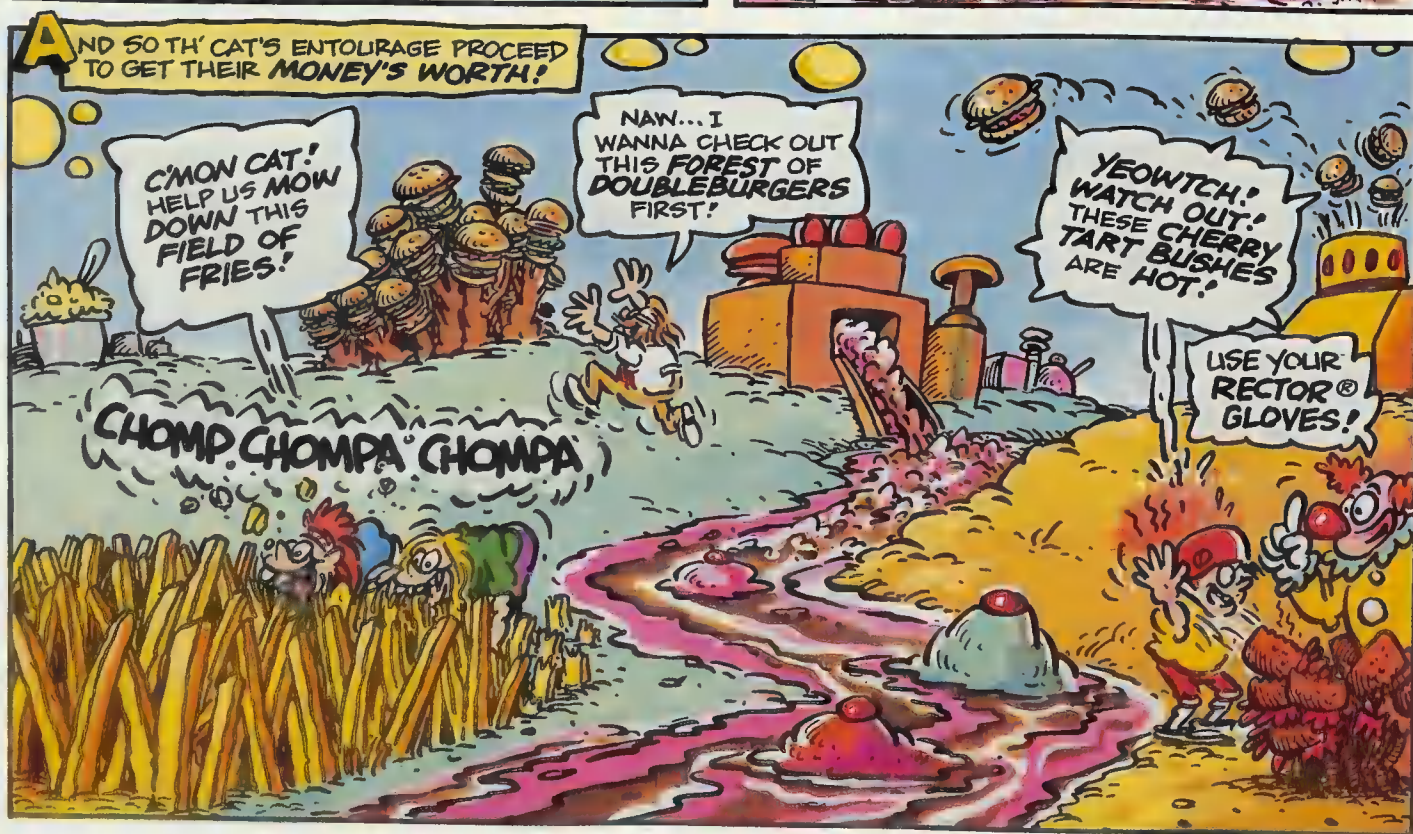
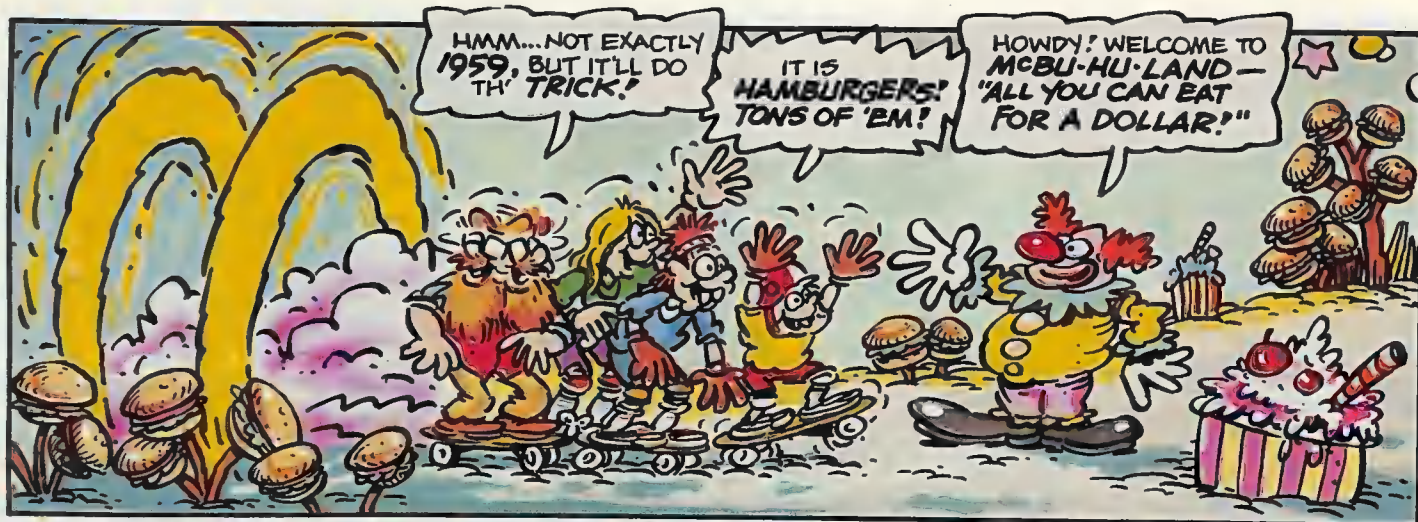
**BACK TO OUR STORY!**

**COWABUNGA!** WE MADE TH' **LEAP!**

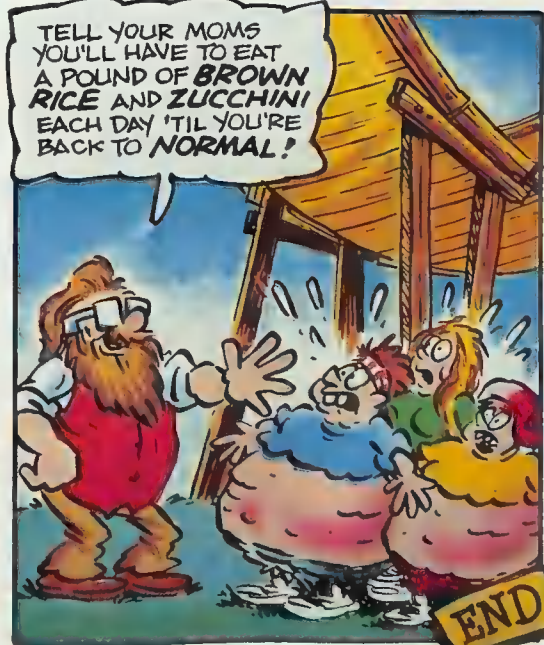
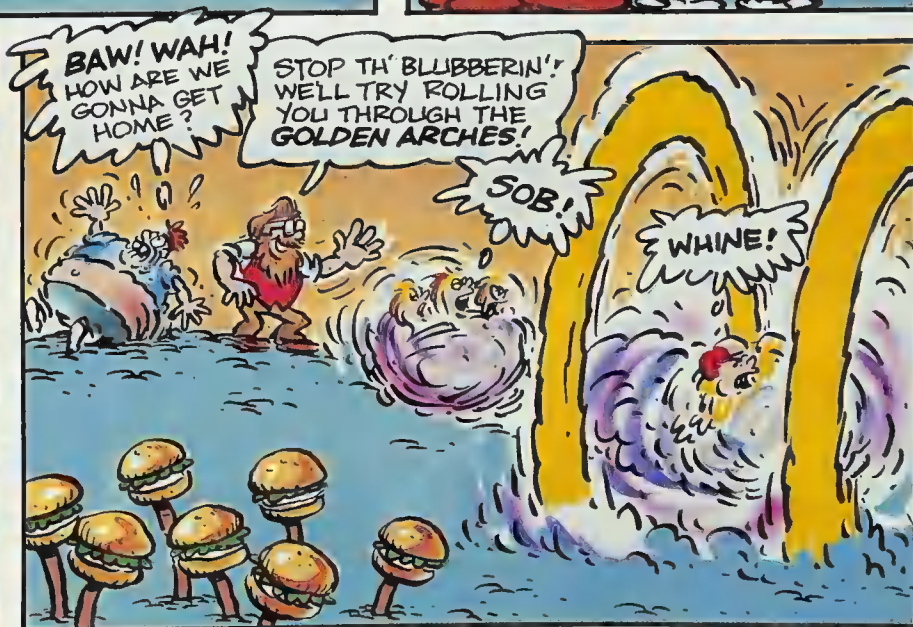
HEY! I THINK I SEE **HAMBURGERS!**



















# BILLY YERON

19 years old, unattached

"I used to run around with a bunch of guys that were pretty bad. I was lucky that I didn't get into a lot of trouble, because I was headed in that direction. Then I got into skateboarding and I go skating every day now. I use so much of my energy that I don't have any left over to do things that are detrimental to myself. Some people have to go to church to be saved — I think I got saved by skateboarding."

Billy used to street skate for transportation before he had a car. When he returned to his home town, Buenos Aires, Argentina, he found that there were no people skating there. He hopes that he was helpful in introducing the sport to that area as he stirred considerable interest when he skated from place to place.

His girlfriend, Cathy Alva, had been talking about her brother and Billy said, "I knew I was going to hate that guy when I met him. I was wrong! Somehow, our personalities sort of meshed and we got to be really good friends. In fact, the day after he got back from Hawaii, Tony and I went surfing and while we were sitting on our boards in the water, Tony kept talking to me about skateboarding. There was nothing I could do but try it." Billy has been skating seriously for a year now. His progress and prowess are considered phenomenal but hard work and the finest tutoring have made it all seem as though it were effortless. "I used to practice with Mark Alva at Kenter, but when I started going skating with Tony and Jay, Biniak, Shogo and Wentzle at the pools, I was a little embarrassed. But those guys were with me and they used to show me what I was doing wrong; they have their own way of making a person understand what they are saying. The day I first hit coping was a full-on yell session. Alva kept yelling at me to hit coping or he'd take my board away, Jay kept yelling at me and telling me what to do. I did it! From that day on, I could go for it and push the limits! Frontside airbornes, quarter wheelers off the coping (that's rolling over the top



Photo: Jim Goodrich

of the coping) and forevers are the most fun moves for me."

Skating with the people he does has taught the importance of fine equipment to Billy. For boards he uses an Alva, a Dogtown and a Z-Flex. He has Tracker Trucks, but his most used truck is the Gullwing Phoenix. He primarily uses Kryptonics Wheels, but Tunnel, Sims and Powerflex are on some of his boards. He always uses safety equipment and says nobody should skate without it, "not even when you are street skating. After all, it can't hurt."

Living near Marina Del Rey gives Billy his chance for relaxation. He frequently goes on the Venice pier, drops his line in the water and does more undisturbed thinking than actual fishing. He considers his catch as icing on the proverbial cake. Marina Del Rey also has a bike path that Billy utilizes early in the morning. "It's dangerous to use that path when there are a lot of bicyclists, so I usually skate down to the breakwater early with Tony, surf for an hour or so, then we have our warm-up skate session at the Venice Pavillion. The concrete is smooth and sometimes as many

as eight or nine of us practice our freestyle there." Billy's favorite freestylers are Paul Hoffman and Dennis Martinez. "Their freestyle is basically footwork, they aren't heavily into gymnastics, which is another sport. Their skateboards are not trampolines or toys — it's a tool for them. When I practice, I try to keep that in mind and make it work for me."

"Skateboarding is a lot of things for me. It is fun, it is exciting, but what I like best about this sport is that anybody anywhere can do it. My little brother skates, nine-year-old Bella from Santa Monica skates, Bella's little brother is four and he skates. A good friend of mine, five-year-old Ethan Davis (from Hawaii), was here last summer and that little guy is a real Dogtown-style kid, he goes for it and he isn't afraid. Those kids are always going to have skateboarding as a sport, they aren't going to have boredom forcing them to do dumb things. I really like the future for kids with this sport making them, and me, healthy."

PHIL LAINE



"After ■ while you don't need to practice anymore. You just go out and have a good time." Photo: Jim Goodrich







# STEVE ALBA

15 years old,  
rides for G & S Fibreflex

Soft-spoken yet undeniably proficient on the vertical, Montclair's Steve Alba is very much a product of the Badlands environment. Steve's unique creative drive aside, he shares much with his early influences—skaters like Lee Gahimer and Tay Hunt, who prefer to let their riding speak for itself. For whatever reasons, these skaters needn't neurotically break rules or traditions for the mere sake of doing so, although they aren't opposed to selectively ignoring the more or less "senseless" ones (e.g., illegal trespass where a dry pool is involved). Steve and friends have also been known to cut off non-locals at local pools; but all in all, theirs is a healthy attitude toward life. Considering the tremendous skate talent of the Badlands area, it may be that Steve has *had* to learn humility. At any rate, riding with a clear, untainted mind doesn't seem to be hurting the guy one bit.

Interestingly enough, Steve's final vertical traverse, like Tay's was on a motocross bike. "We used to ride pools just for the kick," he recalls, adding that he was "pretty good" at it himself. Most impressive during that period was a fellow motocrosser who did "aerials off the coping," though eventually Steve personally found the vehicle too limiting. Then, two months after getting his first skateboard, Steve started frequenting the L-Pool with Lee . . . and quickly learned what skating was all about.

"Tay, Lee, Buddy Aldred, Mike Cantu and myself . . . we all had the place wired," he remembers fondly. "It was L-shaped and had straight walls, but you could do carves in it. Everybody digged that pool."

The L-Pool and the progressive skating of Steve and friends was, in fact, what later helped inspire Mr. Hoffman to build his Pipeline Skatepark and earned Steve free riding at the facility. Today, those constant sessions in the pipe and bowls and at various nearby pools with Scott Dunlap and others have paid off



*Precise, consistent passes gave Steve the winning edge in the "freestyle" event at Spring Valley. Photo: Jim Cassimus*

for Steve in a very relaxed though precise style. With the exception of getting air ("I've got to start working on aerials"), Steve does everything and does it smoothly. A recent innovation which he revealed at the Upland contest is the "stall out," a kind of casual tail tap and stop-and-go rollout. It's no wonder that Steve Alba, a relatively obscure name on the roster at Spring Valley a month before, emerged the unexpected winner in the pool freestyle with undoubtedly one of the most consistent and consistently hot routines in that historic competition.

Steve is a firm advocate of Midtracks and Kryptos, mainly 65's because "bigger wheels don't hook up as much when you do lip slides." His deck is a 30" G & S Teamrider and features an unusually rough textured resin top. Coincidentally, with the exception of Hunt

and Dunlap, Steve regards his fellow FibreFlex teammates, Dennis Martinez and Doug Saladino, as the hottest vertical specialists on the current scene. "Last time I saw them (prior to the Spring Valley contest) they couldn't skate," says Steve. "But when they got to Spring Valley, they started ripping."

Considering Steve's experience with high-performance terrains, his concept of an ideal park is almost predictable: "About a mile long (downhill) pipe that goes into a half-pipe, and have a couple perfect pools with coping . . ." And momentarily relishing the dubious dream, he breaks out, ". . . that'd be so hot!" Then it's back to the real world: The Pipeline park and Badlands' pools.

Somehow, I get the feeling Steve will survive.

**BRIAN GILLOGLY**





# GEORGE ORTON

18 years old,  
rides for E. H. Wallboards



*Paramount's resident flying ace, "Wildman" Orton. Photo: Jim Cassimus*

To the extent that an appearance in SKATEBOARDER has come to represent some degree of success in the sport, many a skater has been known to overstep the bounds of sanity for just that chance. Putting their physical well-being on the line, they turn on for the cameras in hopes of eventual recognition—whether clearly deserving or otherwise. The hard truth of the matter is that figuratively breaking into the magazine sometimes literally means breaking bones. And so in the case of George Orton.

Ever since last summer we've been receiving pictures and sequences of George performing phenomenal aerials at Oxnard, Paramount and, of course, Upland. As far as we know, George remains the only one to make an over-vertical flyaway from the right side of the Upland pipe into the adjoining bowl. But then, we've also received sequences of

him missing that landing (presumably submitted in case we ever decide to do a feature on spectacular wipe-outs). The whole campaign seemed a bit too calculated; and George freely admits, "I just wanted to be well known in the sport." The thing that sets him apart from the mere foolhardy or gutsy, however, is that George *does* have the ability to back up the photographic "evidence." On closer inspection, there's more to George "Wildman" Orton than his nickname implies.

A longtime surfer and snow and water skier, George came into skating a scant few years ago, already agile and flow conscious. But George is also a very powerful skater, as dictated by a trim, well developed musculature (the result of an earlier stint at weight lifting and high school competitive wrestling). The unusual combination has produced a very upright, somewhat bow legged

style of skating, equally adaptable to fast, precise carves or high, almost straight-up-and-down aerials. Even well above midpoint in the Upland pipe, George will bend almost completely from the waist and maintain his erect torso into the aforementioned flyaway and precarious touchdown.

Although an all-around park rider, George is generally known as one of the pioneers of the frontside aerial. The effort, as he relates, was a costly one: "It was something new, at least, something I hadn't seen done before, so I took quite a few spills learning how. I started by coming off the top of the bowl, not off the wall, so I ended up landing on my hip and my elbow a lot and chipped a lot of bones."

But now that George has established himself amongst his peers, he is able to progress at a less feverish pace with fewer falls. Well into rock walks and



*Anatomy of a frontside aerial. Photos: Jim Cassimus*

rollbacks besides a variety of aerials, he is currently working on consistent backside and frontside roll outs at his local park, Skate Park Paramount. He applauds semi-local, Doug Schneider, for "really bringing on the roll out" and admits drawing general inspiration from the "smooth and versatile" riding of Stacy Peralta.

George recently signed on with E. H. Wallboards out of Boulder, Colorado, for his own 31" multi-laminate model. He prefers Midtracks for their durability and the new, wide Kryptonics 60's for their speed. As for safety gear, George advocates Rector knee pads, California Rainbow elbow pads and Pro-Tec helmets. Just how important is safety equipment to someone who has taken as many bad falls as George has? "It's the most important thing in skateboarding," he asserts. "If you don't wear safety equipment, you aren't a serious skateboarder."

Despite his heady reputation, George likewise advises warm-up exercises prior to skating and "gradually easing into a session." Similarly important, he says, is proper care of injuries. "I take care of my body . . . because you only get one." And for George, the human machine has to carry him a long way still. "I've fulfilled only half my dream through skating," he explains. "I also want to make it in surfing . . . become a pro surfer." Or is that just an idle dream? George's only response: "Anything I set my mind to do, I know I can do."

**BRIAN GILLOGLY**







# STEVE OLSON

16 years old,  
rides for Santa Cruz/Road Rider

"I just go out there and do what I need to do."

It's been said that positive thinking is a prerequisite for success in any competitive endeavor and Steve Olson, a.k.a. Bulky, certainly wouldn't argue that theory. A third place finisher in the bowl freestyle at Spring Valley and fourth at Upland, Steve is regarded as a hard-nosed, consistent competitor just on his way up. At both contests, Steve never held back as he applied his unique surf-style strokes and dramatic flair to the competitive canvas. Yet if Steve's attitude may be insightful to aspiring pro bowl riders, what is more enlightening is just how far his determined, independent mode of thought has carried him during the last few years.

A few summers ago, Steve was a Huntington Pier local, surfing the morning and evening glass and skating the small bank under the pier in between. Like most of his fellow "pier rats," Steve could have left his skating at that level and concentrated on wave riding; but Steve chose a different course. Spurred on by his older brother, Bucky, Arnie Hogue, Greg Ty and Dennis Ward, he sought out continually more challenging inclines. Via the Brea Spillway, the Mt. Baldy Pipeline and the Concrete Wave, Steve came upon such accommodating basins as the L-pool and the Fruit Bowl ("We bailed the water out, so we were kind of the pioneers . . ."), and received a classic education in the art of the vertical.

In the meantime, Steve has all but neglected his surfing, though his skate roots remain obvious. As he explains: "I prefer surf styles to skateboarding styles. Surfing definitely relates to skating. Like, a frontside in a pool is similar to doing a snapback in the shorebreak at Huntington."

Steve's conspicuous lack of aerials in an otherwise full repertoire betrays that surf orientation. The fluid and flashy slide variations he continues to concoct



"A good skater can go to any park and rip. . . . That's what I try to do." Steve lined up to his own standards at Spring Valley, taking 2nd in the "tile carving" event. Photo: J. Krisik

are more his style. Steve's current efforts are also running along the lines of high compression carves, impressive moves whether applied to waves or walls.

As with his riding, Steve's serious approach toward the sport carries over into his equipment preferences. Early into full kicktails while an original member of the Wayne Brown surf/skate team, he presently advocates subtle wedge or "block" tails for foot placement as much as leverage. Steve's upcoming 31½" by 7¾" model will feature just such a design because "unlike with a natural curved board, you know exactly where your foot is."

Steve is likewise working with Santa Cruz and Road Rider on advancing the

functional characteristics of trucks and wheels. Specifically, the wheel will be slow-wearing and fast, though allowing a controlled slide, while the truck design will provide the "turning of a Bennett-but you can tighten it down as much as a Tracker." This concern fits well with someone who speculates that he may "eventually" get into the business or manufacturing end of the sport.

As for the present, says Steve, "I'm going to try to win the Hester Series overall . . . but that will probably be a little difficult." Yet, weighing the magnitude of the quest against Steve's clear talent and determination, it's certainly not impossible.

BRIAN GILLOGLY





*"Bulky" cutting loose a surf-inspired snap-back during the Upland competition.*





"I like places where you can do a lot of tricks"  
Scott at home park The Pipeline, Photo: Almi  
Goodrich







# SCOTT DUNLAP

15 years old,  
rides for Tunnel Products

A late April tabulation of total points in the Hester/ISA Pro Bowl Series lists Upland's Scott Dunlap as tied with Steve Olson for first place. Significantly, Scott, having celebrated his 15th birthday only a few days before the Upland contest, is one of the youngest pros in those highly competitive events. Significant, too, is that Scott is not really "trying;" at least he is not obsessed. Apparently sincere, Scott comments, "I just skate in the contests to have a really fun time." Though fluctuating between finesse and animal aggression in a pool, pipe or bowl, Scott is clearly a fun-loving social animal otherwise. He half-jokingly states that, in a branch of the sport where the prime age is rapidly declining, his career is already "peaking." Still, Scott doesn't seem to be chasing after merit badges or other traditional signs of success: "All I want to do is have a good style and do good tricks . . . have a blast." Perhaps that's his secret.

Invigorating to watch, Scott's style is loose, almost double-jointed, allowing arms and upper torso to freely counter-balance often radical positioning of lower body and board. The result is a very non-mechanical-looking, spontaneous approach, whether unleashing full aerial extensions high in the pipe or a range of frontsiders in the bowl. Scott elaborates: "In frontsiders my arms are always up and swinging. Doing lap-



*Stylistically functional, functionally aesthetic.*

*Photo: Jim Cassimus*

overs on coping, really hard grinders, lip slides . . . it's kind of like a twist movement." He notes that San Diego's Dennis Martinez uses a similar technique, and explains, "Both of us ride loose trucks . . . your style depends a lot on how you adjust your trucks. The looser the juicier!"

Although Scott prefers Midtracks, Kryptos 60's and 65's, and 29½-30" Tunnel boards, he reportedly has immediate access to almost any make or model. It seems that Scott's room is stockpiled with new, fully-assembled boards and unused wheels (manufacturer t-shirts, too), given as gratuities from interested parties. ("Sure, I'll ride them!" he has been overheard to remark.) Friends even suggest that he open his own pro shop, but Scott only laughs. His actual current plans are to finish school ("You have to play the game") and, of course, continue skating.

"I never thought I'd ever be competing at skating, he offers. "It's weird because I just came out of nowhere, and I'm still not a really good skater . . . but I used to watch Tay and the boys at L-Pool and I never thought I could ever be as good as Tay, either. Now I'm catching up and I like the feeling . . . I don't have a specific 'goal' in skating; I just want to really be good."

**BRIAN GILLOGLY**



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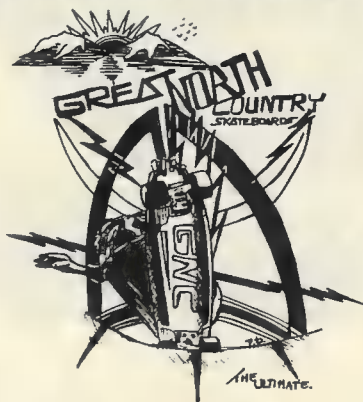
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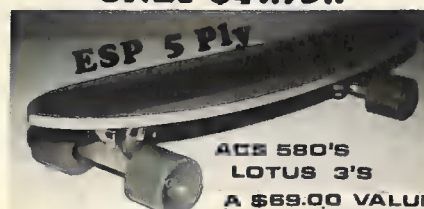
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# OFF THE WALL

## GOOD BAD BUT NOT EVIL DEPT.

In between setting up the third ISA Pro Bowl Classic at San Jose, California, Henry "Bad H" Hester's been blowing minds lately at La Jolla Shores atop his new Preisendorfer-shaped asymmetrical fish. Hester's surf-capades are so rad that the man's been observed doing lip slides . . . it seems that his skate maneuvers in the surf zone have caused more than one veteran waterman to blush in shame. Henry himself was blushing on the flight home from a demo in Spokane, Washington. Finding himself seated beside an exceedingly attractive young lady, Bad H proceeded to offer the following hardly original lines: "Hey, you really look familiar; haven't I seen you someplace before?" The girl answered, "Possibly, I was the January 1977 Playboy Playmate of the Month. Do you read a lot?" Hester had to admit that he did. Luckily, the Playmate also was an avid reader. She claimed to recognize Henry from the pages of SKATEBOARDER.

For sheer bad antics performed with a good heart, consider the following tales of terror from the Uplander Motel. Our little scenario opens just after lunch during the rainout of Hester's Pro Bowl #2. The cast was laying around when an instigator, who shall remain anonymous (his initials are F. F.), decided to start a pillow fight just to liven up the affair. Pelted with a not-so-innocent bystander with a feather-filled mass, it only took micro-seconds until the entire motel was knee deep in feathers and still flailing. Some of the heaviest fight-

ing was executed by Di Dootson, Gary Cocarro, Layne Oaks, Sally Anne Miller, James Goodrich, Hunter Joslin, Marty Schaub, Ray Allen, Ron Wall, Martha, Pineapple, Steve Cathey and Brad Bowman. The understanding management graciously lent a couple of the prime movers some shovels and a vacuum, and suggested they clean up the goose down that was all over the floor of the Uplander. Needless to say, the guerillas tagged for the cleanup action vowed their revenge. At the evening dinner, our cast found itself in an ultra-chic Chinese restaurant. Somehow (no one wants to admit anything), our anonymous instigator, chopsticks in hand, orchestrated a massive food fight. Luckily, the group's table was in the center of the restaurant, so the other patrons just thought the entire affair was the floor show. After leaving the inscrutable Chinese host a massive tip, the errant troupe stood in the parking lot amidst a torrential downpour and engaged themselves in a wet towel bombing run. Retiring to the hotel, our anonymous instigator (not being prone to the quiet life) then promoted a free-for-all tag team wrestling match which yielded at least one black eye. Proving that there is a higher intelligence on the planet, the rain stopped the next day, and the contest resumed, much to the relief of the local merchants, innkeepers, janitors, maids and traffic cops. Imagine the surprise of the members of a certain competition team when only two days later they received a communique authored by the one and only anonymous instigator advising them on "proper team decorum in public places." It seems that the instigator not only practices, he also preaches.

Speaking of crime and punishment, envision Scott Dunlap's plight when being informed that he was being kicked out of the Pipeline Park in Upland for "getting too rowdy." Our staff wonders, can you be too bad in the Badlands? Fortunately, Dunlap's month-long suspension came after the park's first anniversary celebration and before the opening of the long-awaited new pool.

## WHILE THE MASTER'S AWAY DEPT.

Things were calm in Hal Jepsen's offices high atop Santa Monica's Central Tower Building, well, at least they were till Krypto man D. David Morin showed up. Morin came bearing gifts, one of which was the new Kryptonics skate chassis. Weighing only 900 grams, being foam cored, P-tex bottomed and resilient urethane edged, the K chassis immediately captured the imagination of Cine Crew coordinator, Paul Gross. D. David told of the vehicle's incredible weight-to-strength characteristics and of favorable field-test feedback from Rodriguez, Ayers, Sherman, Alva and Dunlap, etc. Master designer Gross (he

built the majority of the camera water-housings used in the Warner Bros. film, "Big Wednesday") accepted the craft's functional aspects, but accused Morin of slightly exaggerating when the latter claimed that the ultra-light could be dropped from the tallest buildings in a single bounce and emerge unscathed. Morin and Gross, seeking to prove or disprove any and all doubts, summoned John Smythe from a nearby D.T. watering hole. Smythe, being well known for his love of sport in general and his penchant for higher stakes in particular, suggested that the trio scale the nearest tall structure and perform the acid test. So it occurred, and with Morin and Smythe standing six stories up on a narrow ledge and Gross performing as lookout on the ground, the intrepid climbers dropped the Krypto-chassis to the street, where it hit, bounced and landed unmarred. P. G. (the lookout) was so involved in examining the remarkable vehicle post-impact-wise that he failed to notice the two S.M.P.D. men who were sneaking up on Morin and Smythe. The officers called up to the highly perched pair, who remained silent, hoping to pass themselves off as rather large pigeons. The clever ruse failed to placate the lawmen, who demanded an explanation post haste. Morin's pair of size large Star Track goggles were of specific interest to the police fellows. After much complicated verbiage, Morin, Smythe and Gross were released, which, if you think about it, is even more amazing than their original test. Now on the scene strolls Stacy Peralta, a friend to all in question. Stacy, upon hearing of the K-Chassis flight, promptly offered to submit one of his lightweight prototypes to an even more severe test. Minutes later, this time eight stories up. S. P. unleashes his cue which speeds to the ground intact. Scout Paul becomes so absorbed in viewing *this* remarkable vehicle that, unfortunately, he failed to see the same two cops coming up on Peralta and Smythe. If you think their first story was good, the second one had to be even better. All involved are walking the streets today. Hal Jepsen, meanwhile, was unaware of the entire episode, since he was off in Florida filming with Guy Motil.

## MS. STEAK'S DEPT.

The wicked witch of wordom has struck again. In Volume 4 #10, we reported on the strange goings on in London's Hotel Grosvenor. Much to our chagrin, we told of the antics of not-so-Fibre Fats and a pair of young ladies. The story was all true except that the male lead was played by Hobie's own Cash McAnlis. Cash, who's become a legendary figure due to his practical jokes, on this occasion completed the aforementioned dastardly prank wearing a Fibre Fats mask. No,



Virginia, it doesn't have an apple in its mouth. Buffalo Head has photos of the occurrence to prove it. McAnlis is currently in exile at Blackies in Newport Beach, planning his next epic move. The *real* Fibre Fats has been getting lessons in clean Christian living on the paddle tennis courts from Larry Gordon. We're sure that with more practice, Fats may eventually even win a game.

#### ODDS AND ENDS DEPT.

Look out, custom board builder Rick Howell of Icksticks is building a new board for Harvey Wallbanger Hawks. It could be heavy.

Influential figure, Kevin Worm Anderson, has taken lately to bumming rides to Upland. For some obscure reason, the rides continually leave the Worm stranded with no return.

The hottest new face in the inner city is Lamont A. Woods. Known as the Jackrabbit, Woods has been ripping in Beverly Hills.

John O'Malley has had to disconnect his phone to avoid the barrage of callers demanding advance info on the Bill Bahne interview. Wait and you'll see it here in SKATEBOARDER; and if you must call, John asks that it's not collect.

Dennis Martinez and Doug Saladino have been getting freestyle tuning from that eminent teacher, Paul St. Pierre.

Near San Jose, slalom ace John Hutson's been designing a new park featuring what our informants are calling a *very workable* mogul maze.

Bound for the continent are those staff infectors Brian Gillogly and James Cassimus. This could be the most devastating occurrence in Europe since D-Day.

Just after graduation, lovely stylist Ellen Berryman is journeying to the steaming jungles of Tikal, Guatemala to study (yes, you guessed it) the social behavior of the spider monkey.

Wally is taking orders for those cult classics, The Inouye Pool Service T-shirts. Put the word out on the grapevine, and he'll get back to you.

It couldn't happen to nicer guys. Curtis Hesselgrave and Wally have moved into a new house featuring an unrideable pool in the backyard and a see-through bathroom wall. Visiting females have been lining up to watch Waldo Autry take showers.

Uncle Bob Skoldberg's been consistently pulling off 300-yard wheelies on his Yamaha 500 motorcycle. He's calling it rapid transit freestyle. Of course, he wears full safety gear.

Bwana Tom Sims, having secured his much desired place in Hawaiiana, is now devoting his full attention to finding the "appropriate" 16-foot python for his snake ads. Sims is looking for a reptile with the correct attitude . . . it can't be just any snake; it's got to be resilient and radical.

Before leaving for Europe, Jim Cassimus was tuning up for the contest trail. After his and Steve Sherman's 7th place doubles finish in the Pro Bowl, it's only too logical. Can there be any truth to the rumor that Glenn E. Friedman and Jim Goodrich are entering pairs competition also? What about the dull brothers?

Doug Schneider's been tuning up for the Palm Springs party trail and still handling his scholastic pursuits.

The elusive lad Nathan Pratt surfaced recently, offering skates through his Horizons West label. To make sure that he's taken seriously, he's got Arthur Lake, Moses Padilla, Mike Scheliza and Kenny Moro backing him up.

At the Miss Malibu Beach Bikini Contest, Jay Adams, Chris Cahill and James Muir were all sitting on the judging stand. After reviewing their antics, perhaps they should have named it the grabbing stand.

Is it possible that Gregg Weaver is growing a full mountainman beard to mask his countenance after the fish-eyed fiasco?

Bobby Piercy, Jerry Valdez, Kent Senatore, Paul Constantineau, and Bobby Boyden are all heavily into R & D for Arrow skates. Could this be the start of something big?

SKATEBOARDER now has subscribers in both Peking and Moscow. Welcome to the club, boys.

#### AUTOPIA DEPT.

Now where do we start? Bob Biniak, who last issue traded his blue BMW for a red Cadillac, has now traded his Eldorado for a new silver Bavaria. Paul Hoffman's swapped his Pinto for a BMW, and then switched to a Datsun camper, all within the space of five days. Jay Adams has got a new motorcycle, so keep that in mind when you're crossing the streets, it just might save your life! Paul Constantineau got a new BMW and blew it up within a week. Peralta, Cassimus and Ayers have taken to racing in formation. Yes, it is getting out of hand. So many stars in their cars. Even "Queenie Concrete" Cindy Berryman can't keep up with who's driving what. In order to separate the men from the boys and the joys from the toys, Mellow Cat has proposed the "Ultimate Speed Skate Test." The Cat's calling for all the fast runners to come forth on a neutral track, and battle it out in evenly matched cars to determine once and for all who's the fastest driver in skating. Mr. Cat is negotiating with Malibu Grand Prix to use their formula racers in his test of time. Chairman Dash may even stop racing his Carrera long enough to show the boys a few new tricks. Gregg Ayers is so serious about this that he's reportedly selling his fleet of cars in anticipation of winning the big prize. Interested parties may contact



FUNNY FOTO

this column.

#### HELP A GOOD MAN OUT DEPT.

Consider this skater's unfortunate condition. He's a member of a prestigious team featuring the likes of Ty "Mr. Incredible" Page, Flyin' Bryan Beardsley, Curt "Mr. Kickflip" Lindgren, and Laura "Satin Doll" Thornhill, but he doesn't have his own nickname. Freeformer fans are correct if they've guessed that the man in question is that great sportsman, Mark Bowden. In fact, things have gotten so bad lately that the Los Angeles Times quotes Bowden as stating, "I just gotta have a name." Well, never fear, Mark, Off The Wall is going to come to your rescue. Noble readers, help this guy out! Send in your nickname proposals to Bowden, care of this column. We will award a Mellow Cat gift pack, shirt and mag backpack to the lucky person whose name Mark takes as his own.

#### FLAMING FISHEYED FUN DEPT.

Winning a backpack for being the first to correctly I.D. our fish-faced Gregg Weaver is Tim Warren of Auburn, Maine. We've got a couple of hundred flaming guesses on our last burnout, but they're all wrong. Hint: you may not recognize him without his sunglasses or his gullwings. Come on readers, get on it!! Now for this month, view the accompanying grabber. First to identify the twister or the twister wins the big prize (a SKATEBOARDER Magazine backpack). Clue: she drives a brown compact and is so into cars of the stars that she can hardly talk about anything else. Send all entries on picture post cards . . . and best of luck.



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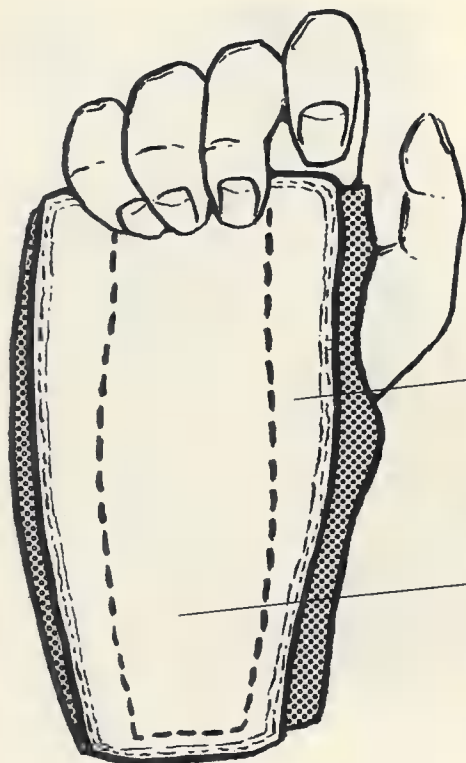
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**#01PB/\$12.00** Same as above (#01) except comes with quality precision bearings. **#1/\$12.00** Pultruded fiberglass 24" deck, 2" x 2" urethane wheels, aluminum trucks, 1/2" pads, contained bearings. Avail in red, yellow, blue, or surf. red or orange wheels. **#2/\$18.00** Pultruded fiberglass 24" or 27" deck, 2" x 2" urethane wheels, ACS 430 std trucks, 1/2" pads, precision bearings, grip tape. Avail in red, yellow, blue, or surf. red or orange wheels. **#3/\$24.00** New Pultruded fiberglass kicktail 24" or 27" deck, 2" x 2" urethane wheels, ACS 500 std trucks, 1/2" pads, precision bearings, grip tape. Avail in red, yellow, blue, black, surf, handstander, motorcross. **#4/\$28.00** Aluminum double kick 24" or 27" deck, red or orange AMPRO 6 wheels, ACS 500 std trucks, 1/2" pads, precision bearings, grip tape. Avail in red, yellow, blue, black, surf, handstander, motorcross. **#5/\$37.00** Woodkicktail 24" or 27" deck, red or orange AMPRO 6 wheels, ACS 651 B & S trucks, 1/2" pads, precision bearings, grip tape. **#6/\$39.00** New 7" w/ wyl pultruded fiberglass camber kick cutaway 27" deck, red or orange AMPRO 6 wheels, ACS 651 B & S trucks, 1/2" pads, precision bearings, grip tape. **#7/\$42.00** Polished aluminum silver camber kick cutaway 27" deck, red or orange AMPRO 6 wheels, ACS 651 B & S trucks, 1/2" pads, precision bearings, grip tape. **#8/\$42.00** Polished aluminum silver camber 27" deck, red or orange AMPRO 6 wheels, ACS 651 B & S trucks, 1/2" pads, precision bearings, grip tape. **#9/\$44.00** Tubetool 9 ply hardwood rocker, 28" or 30", multicolor AMPRO radius wheels ACS 580 B & G trucks, 1/2" pads, precision bearings, grip tape. **#10/\$44.00** Tubetool 9 ply hardwood kicktail, 28" or 30", multicolor AMPRO radius wheels, ACS 580 B & G trucks, 1/2" pads, precision bearings, grip tape. **#11/\$46.00** Tubetool 9 ply hardwood rocker with new fiberglass core, 28" or 30", multicolor AMPRO radius wheels, ACS 580 B & G trucks, 1/2" pads, precision bearings, grip tape. **#12/\$46.00** Tubetool 9 ply hardwood kicktail with new fiberglass bottom skin, 28" or

30", multicolor AMPRO radius wheels, ACS 580 B & G trucks, 1/2" pads, precision bearings, grip tape. **#13/\$48.00** 9 ply hardwood kicktail with new pictorial veneer finish, 28" or 30", multicolor AMPRO radius wheels, ACS 580 B & G trucks, 1/2" pads, precision bearings, grip tape. **#14/\$48.00** Top of the line AMPRO Zero Flex pultruded fiberglass top & bottom skins with hardwood core & kicktail design. Comes in 28" or 30" multicolor AMPRO radius wheels, ACS 580 B & G trucks, 1/2" pads, precision bearings, grip tape.

**SAFETY EQUIPMENT #S-1/\$16.00** Fiberglass metal-flake helmet, S.M.L. silver, red or blue. **#S-2/\$12.00** NORCON plastic helmet, S.M.L. red, blue, yellow, black, white. **#S-3/\$20.00** COOPER #600 helmet (not shown), S.M.L. red, blue, yellow, multicolor. **#S-4/\$20.00** RECTOR padded shorts, sizes 26", 28", 30", 32", 34", 36", tutone or solid colors.

**#S-5/\$7.00** AMFLEX padded gloves, S.M.L. **#S-6/\$14.00** RECTOR palm pad gloves, S.M.L. **#S-7/\$12.00** RECTOR knee pads, S.M.L. **#S-8/\$9.00** RECTOR elbow pads (not shown) S.M.L. **#S-9/\$5.00** AMFLEX knee pads, S.M.L. **#S-10/\$5.00** AMFLEX elbow pads (not shown) S.M.L. **#S-11/\$10.00** AMPRO knee pads, S.M.L. **#S-12/\$6.00** AMPRO elbow pads, S.M.L.

**TRUCKS #T-1/\$5.50ea** Cal Pro **#T-2/\$6.00ea** Cal Slalom **#T-3/\$7.00ea** Lazer **#T-4/\$10.50ea** Tracker full/truck w/pads **#T-5/\$10.00ea** Tracker mid/truck w/pads **#T-6/\$10.00ea** Tracker half/truck w/pads **#T-7/\$4.00ea** ACS 500 std **#T-8/\$2.50ea** ACS 430 std **#T-9/\$7.00ea** ACS 650 B & S **#T-10/\$6.00ea** ACS 651 B & S **#T-11/\$6.00ea** ACS 580 B & S **#T-12/\$4.50ea** ACS 500 B & S **#T-13/\$3.00ea** ACS 430 B & S **#T-14/\$7.50ea** ACS 650 B & S **#T-15/\$6.50ea** ACS 651 B & S **#T-16/\$6.50ea** ACS 580 B & S **#T-17/\$5.00ea** ACS 500 B & S **#T-18/\$3.50ea** ACS 430 B & S **#T-19/\$5.00ea** AMPRO truck new (not shown).

**PARTS #P-1/\$60.00** Wedge skidplate blue, red, yellow, black **#P-2/\$75.00ea** Skid pivot red, yellow, blue **#P-3/\$75.00ea** Ramp pad **#P-4/\$5.00ea** 1/2" Pad **#P-5/\$5.00ea** 1/2" Pad **#P-6/\$2.00ea** Precut grip tape 24", 27", 29" **#P-7/\$1.50pr** Precision axle extenders **#P-8/\$1.00pr** Bumper guard for wood decks **#P-9/\$75.00ea** Hardware (1 1/4") **#P-10/\$75.00ea** Hardware (2") **#P-11/\$50.00ea** General bearing **#P-12/\$150.00ea** German bearing **#P-13/\$15.00ea** IKS or Koyo

**#P-14/\$50.00ea** Flat wrench **#P-15/\$175.00ea** T-handle wrench **WHEELS** Add \$1.50 per wheel for high speed precision bearings. **#W-1/\$150.00ea** AMPRO wide 4 (2" wd x 2" dia.) red or orange **#W-2/\$150.00ea** AMPRO 4 (1 1/4" wd x 2 1/4" dia.) red or orange **#W-3/\$2.00ea** AMPRO wide 6 (2 1/2" wd x 2 1/2" dia.) red or orange **#W-4/\$2.00ea** AMPRO 6 (2 1/8" wd x 2 1/8" dia.) red, yellow, blue, orange or green. **#W-5/\$2.50ea** AMPRO AMPRO wide tunnel (3" wd x 2 1/2" dia.) red or orange **#W-6/\$3.00ea** new AMPRO 7 (1 1/4" wd x 2 5/8" dia.) red or orange **#W-7/\$3.00ea** AMPRO 8 (2 1/8" wd x 3" dia.) red or orange **#W-8/\$3.50ea** AMPRO'S newest precision radius wheel (2" wd x 2 1/2" dia.) black, yellow, blue or red. **#W-9/\$4.00ea** Sims Comp **#W-10/\$4.00ea** Tunnel Rocks **#W-11/\$4.00ea** Powerflex 5's or 7's **#W-12/\$3.50ea** Tunnel Holand **#W-13/\$4.00ea** Star Trac Kryptonics, 60mm/\$5.00ea, 65mm/\$5.50ea, 70mm/\$6.00ea **#W-14/\$4.00ea** Giant mag (not shown)

**PULTRUDED FIBERGLASS DECKS** Add \$2.00ea for kick on any fiberglass deck. Solid color decks 24" /\$5.00ea, 27" /\$5.00ea avail in: **#D-0** white, **#D-1** lt. blue, **#D-2** yellow, **#D-3** red, **#D-4** dark blue, **#D-5** green, **#D-6** black. Pattern decks 24" /\$6.00ea, 27" /\$6.50ea avail in: **#D-8** red, Hawaiian, **#D-9** green, Hawaiian, **#D-10** orange, Hawaiian, **#D-11** blue, Hawaiian, **#D-12** USA I, **#D-13** USA II, **#D-15** motorcross, **#D-16** handstander, **#D-17** surf.

**WOOD DECKS #D-18/\$10.00ea** Woodkick avail in 24", 27", 29". **#D-19/\$12.00ea** 9 ply hardwood rocker avail in: 28", 30". **#D-20/\$12.00ea** 9 ply hardwood kick avail in: 28", 30". **#D-21/\$14.00ea** 9 ply hardwood kick w/fiberglass core avail in: 28", 30". **#D-22/\$14.00ea** 9 ply hardwood kick w/fiberglass bottom avail in: 28", 30". **#D-23/\$16.00ea** 9 ply hardwood w/new pictorial veneer avail in: 28", 30". **#D-24/\$16.00ea** AMPRO Zero Flex kick pultruded fiberglass top & bottom w/hardwood core.

**ALUMINUM DECKS** Doublekick alum decks 24" /\$8.50ea, 27" /\$10.00ea avail in: **#D-25** black, **#D-26** blue, **#D-28** purple, **#D-29** red, **#D-30** gold, **#D-31** silver, **#D-35/\$16.00ea** 27" polished aluminum camberkick cutaway, **#D-36/\$16.00ea** 27" polished aluminum camber **#D-32/\$11.50ea** new 7" wide x 27" fiberglass camberkick cutaway **#D-37/\$3.00ea** 24" polyplastic deck avail in: red, yellow, blue, multicolor, **#D-38/\$2.50ea** 19" polyplastic deck avail in: red, yellow, blue.

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#00/\$18.00	Qty <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> blue <input type="checkbox"/> surf. <input type="checkbox"/> red wheels <input type="checkbox"/> orange wheels	#0/\$8.00	Qty <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> blue
#01/\$10.00	Qty <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> blue <input type="checkbox"/> multicolor	#01PB/\$12.00	Qty (not shown) <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> blue <input type="checkbox"/> multicolor
#1/\$12.00	Qty <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> blue <input type="checkbox"/> surf. <input type="checkbox"/> red wheels <input type="checkbox"/> orange wheels		
#2/\$18.00	Qty <input type="checkbox"/> 24" <input type="checkbox"/> 27" <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> blue <input type="checkbox"/> surf. <input type="checkbox"/> red wheels <input type="checkbox"/> orange wheels		
#3/\$24.00	Qty <input type="checkbox"/> 24" <input type="checkbox"/> 27" <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> blue <input type="checkbox"/> black <input type="checkbox"/> handstander <input type="checkbox"/> motorcross <input type="checkbox"/> surf. <input type="checkbox"/> red wheels <input type="checkbox"/> orange wheels		
#4/\$28.00	Qty <input type="checkbox"/> 24" <input type="checkbox"/> 27" <input type="checkbox"/> red <input type="checkbox"/> blue <input type="checkbox"/> black <input type="checkbox"/> gold <input type="checkbox"/> silver <input type="checkbox"/> red wheels <input type="checkbox"/> orange wheels		
#5/\$37.00	Qty <input type="checkbox"/> 24" <input type="checkbox"/> 27" <input type="checkbox"/> 29" <input type="checkbox"/> red wheels <input type="checkbox"/> orange wheels	#6/\$39.00	Qty <input type="checkbox"/> red wheels <input type="checkbox"/> orange wheels
#7/\$42.00	Qty <input type="checkbox"/> red wheels <input type="checkbox"/> orange wheels	#8/\$42.00	Qty <input type="checkbox"/> red wheels <input type="checkbox"/> orange wheels
#10/\$44.00	Qty <input type="checkbox"/> 28" <input type="checkbox"/> 30" <input type="checkbox"/> 11/\$46.00	#12/\$46.00	Qty <input type="checkbox"/> 28" <input type="checkbox"/> 30"
#13/\$48.00	Qty <input type="checkbox"/> 28" <input type="checkbox"/> 30" <input type="checkbox"/> 14/\$48.00		

<input type="checkbox"/> S-1/\$16.00	Qty <input type="checkbox"/> small <input type="checkbox"/> large <input type="checkbox"/> red <input type="checkbox"/> medium <input type="checkbox"/> silver <input type="checkbox"/> blue	<input type="checkbox"/> S-2/\$12.00	Qty <input type="checkbox"/> small <input type="checkbox"/> large <input type="checkbox"/> blue <input type="checkbox"/> medium <input type="checkbox"/> red	<input type="checkbox"/> S-4/\$20.00	Qty <input type="checkbox"/> 26" <input type="checkbox"/> 30" <input type="checkbox"/> 34" <input type="checkbox"/> Tutone <input type="checkbox"/> 28" <input type="checkbox"/> 32" <input type="checkbox"/> 36" <input type="checkbox"/> solid colors
<input type="checkbox"/> S-3/\$20.00	Qty (not shown) <input type="checkbox"/> small <input type="checkbox"/> large <input type="checkbox"/> medium <input type="checkbox"/> red	<input type="checkbox"/> S-6/\$14.00	Qty <input type="checkbox"/> small <input type="checkbox"/> medium <input type="checkbox"/> large	<input type="checkbox"/> S-8/\$9.00	Qty (not shown) <input type="checkbox"/> small <input type="checkbox"/> medium <input type="checkbox"/> large
<input type="checkbox"/> S-5/\$7.00	Qty <input type="checkbox"/> small <input type="checkbox"/> medium <input type="checkbox"/> large	<input type="checkbox"/> S-10/\$5.00	Qty (not shown) <input type="checkbox"/> small <input type="checkbox"/> medium <input type="checkbox"/> large	<input type="checkbox"/> S-12/\$6.00	Qty <input type="checkbox"/> small <input type="checkbox"/> medium <input type="checkbox"/> large
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<input type="checkbox"/> P-1/\$60.00	Qty <input type="checkbox"/> blue <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> black	<input type="checkbox"/> P-2/\$75.00ea	Qty <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> blue	<input type="checkbox"/> P-3/\$75.00ea	Qty <input type="checkbox"/> P-4/\$50.00ea
<input type="checkbox"/> P-4/\$50.00ea	Qty <input type="checkbox"/> P-5/\$50.00ea	<input type="checkbox"/> P-6/\$2.00ea	Qty <input type="checkbox"/> 24" <input type="checkbox"/> 27" <input type="checkbox"/> 29"	<input type="checkbox"/> P-7/\$150.00pr	Qty <input type="checkbox"/> P-8/\$1.00pr
<input type="checkbox"/> P-8/\$1.00pr	Qty <input type="checkbox"/> P-9/\$75.00ea	<input type="checkbox"/> P-10/\$75.00ea	Qty <input type="checkbox"/> P-11/\$50.00ea	<input type="checkbox"/> P-12/\$150.00ea	Qty <input type="checkbox"/> P-13/\$1.00ea
<input type="checkbox"/> W-1/\$150.00ea	Qty <input type="checkbox"/> red <input type="checkbox"/> orange <input type="checkbox"/> W-2/\$150.00ea	Qty <input type="checkbox"/> red <input type="checkbox"/> orange <input type="checkbox"/> W-3/\$2.00ea	Qty <input type="checkbox"/> red <input type="checkbox"/> orange	<input type="checkbox"/> W-4/\$2.00ea	Qty <input type="checkbox"/> red <input type="checkbox"/> orange
<input type="checkbox"/> W-4/\$2.00ea	Qty <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> blue <input type="checkbox"/> orange <input type="checkbox"/> green	<input type="checkbox"/> W-5/\$2.50ea	Qty <input type="checkbox"/> red <input type="checkbox"/> orange	<input type="checkbox"/> W-6/\$3.00ea	Qty <input type="checkbox"/> black <input type="checkbox"/> yellow <input type="checkbox"/> blue <input type="checkbox"/> red
<input type="checkbox"/> W-6/\$3.00ea	Qty <input type="checkbox"/> red <input type="checkbox"/> orange <input type="checkbox"/> W-7/\$3.00ea	Qty <input type="checkbox"/> red <input type="checkbox"/> orange <input type="checkbox"/> W-8/\$3.50ea	Qty <input type="checkbox"/> black <input type="checkbox"/> yellow <input type="checkbox"/> blue <input type="checkbox"/> red	<input type="checkbox"/> W-9/\$4.00ea	Qty <input type="checkbox"/> W-10/\$4.00ea
<input type="checkbox"/> W-9/\$4.00ea	Qty <input type="checkbox"/> W-11/\$4.00ea	Qty <input type="checkbox"/> W-12/\$3.50ea	Qty <input type="checkbox"/> W-13/\$3.50ea	Qty <input type="checkbox"/> W-14/\$4.00ea	Qty (not shown)
<input type="checkbox"/> W-13	Qty <input type="checkbox"/> 60mm \$5.00ea <input type="checkbox"/> 65mm \$5.50ea <input type="checkbox"/> 70mm \$6.00ea				

#D-0	Qty <input type="checkbox"/> 24" /\$5.00ea <input type="checkbox"/> 27" /\$5.50ea <input type="checkbox"/> plus \$2. for kick	#D-1	Qty <input type="checkbox"/> 24" /\$5.00ea <input type="checkbox"/> 27" /\$5.50ea <input type="checkbox"/> plus \$2. for kick
#D-2	Qty <input type="checkbox"/> 24" /\$5.00ea <input type="checkbox"/> 27" /\$5.50ea <input type="checkbox"/> plus \$2. for kick	#D-3	Qty <input type="checkbox"/> 24" /\$5.00ea <input type="checkbox"/> 27" /\$5.50ea <input type="checkbox"/> plus \$2. for kick
#D-4	Qty <input type="checkbox"/> 24" /\$5.00ea <input type="checkbox"/> 27" /\$5.50ea <input type="checkbox"/> plus \$2. for kick	#D-5	Qty <input type="checkbox"/> 24" /\$5.00ea <input type="checkbox"/> 27" /\$5.50ea <input type="checkbox"/> plus \$2. for kick
#D-6	Qty <input type="checkbox"/> 24" /\$5.00ea <input type="checkbox"/> 27" /\$5.50ea <input type="checkbox"/> plus \$2. for kick	#D-8	Qty <input type="checkbox"/> 24" /\$6.00ea <input type="checkbox"/> 27" /\$6.50ea <input type="checkbox"/> plus \$2. for kick
#D-9	Qty <input type="checkbox"/> 24" /\$6.00ea <input type="checkbox"/> 27" /\$6.50ea <input type="checkbox"/> plus \$2. for kick	#D-10	Qty <input type="checkbox"/> 24" /\$6.00ea <input type="checkbox"/> 27" /\$6.50ea <input type="checkbox"/> plus \$2. for kick
#D-11	Qty <input type="checkbox"/> 24" /\$6.00ea <input type="checkbox"/> 27" /\$6.50ea <input type="checkbox"/> plus \$2. for kick	#D-12	Qty <input type="checkbox"/> 24" /\$6.00ea <input type="checkbox"/> 27" /\$6.50ea <input type="checkbox"/> plus \$2. for kick
#D-13	Qty <input type="checkbox"/> 24" /\$6.00ea <input type="checkbox"/> 27" /\$6.50ea <input type="checkbox"/> plus \$2. for kick	#D-15	Qty <input type="checkbox"/> 24" /\$6.00ea <input type="checkbox"/> 27" /\$6.50ea <input type="checkbox"/> plus \$2. for kick
#D-16	Qty <input type="checkbox"/> 24" /\$6.00ea <input type="checkbox"/> 27" /\$6.50ea <input type="checkbox"/> plus \$2. for kick	#D-17	Qty <input type="checkbox"/> 24" /\$6.00ea <input type="checkbox"/> 27" /\$6.50ea <input type="checkbox"/> plus \$2. for kick
#D-18/\$10.00ea	Qty <input type="checkbox"/> 24" <input type="checkbox"/> 27" <input type="checkbox"/> 29"	#D-19/\$12.00ea	Qty <input type="checkbox"/> 28" <input type="checkbox"/> 30"
#D-21/\$14.00ea	Qty <input type="checkbox"/> 28" <input type="checkbox"/> 30"	#D-22/\$14.00ea	Qty <input type="checkbox"/> 28" <input type="checkbox"/> 30"
#D-24/\$16.00ea	Qty <input type="checkbox"/> 28" <input type="checkbox"/> 30"	#D-25/\$16.00ea	Qty <input type="checkbox"/> 24" /\$8.50ea <input type="checkbox"/> 27" /\$10.00ea
#D-28	Qty <input type="checkbox"/> 24" /\$8.50ea <input type="checkbox"/> 27" /\$10.00ea	#D-29	Qty <input type="checkbox"/> 24" /\$8.50ea <input type="checkbox"/> 27" /\$10.00ea
#D-30	Qty <input type="checkbox"/> 24" /\$8.50ea <input type="checkbox"/> 27" /\$10.00ea	#D-31	Qty <input type="checkbox"/> 24" /\$8.50ea <input type="checkbox"/> 27" /\$10.00ea
<input type="checkbox"/> D-35/\$16.00ea	Qty <input type="checkbox"/> D-36/\$16.00ea	<input type="checkbox"/> D-37/\$3.00ea	Qty <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> blue <input type="checkbox"/> multicolor
<input type="checkbox"/> D-38/\$2.50ea	Qty <input type="checkbox"/> red <input type="checkbox"/> yellow <input type="checkbox"/> blue		

## DEALERS

Request dealer price list on company letterhead.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Complete Boards add \$3. per board for shipping (\$5. foreign) Total \$ \_\_\_\_\_

Safety Equipment add \$2./item for shipping (\$4. foreign) Total \$ \_\_\_\_\_

Trucks add \$1.50/two trucks for shipping (\$3. foreign) Total \$ \_\_\_\_\_

Parts add \$2. for small items for shipping (\$4. foreign) Total \$ \_\_\_\_\_

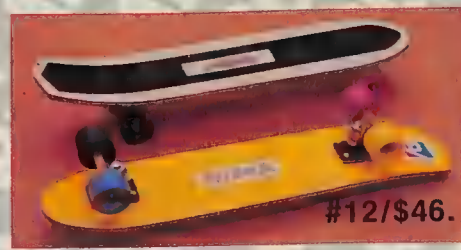
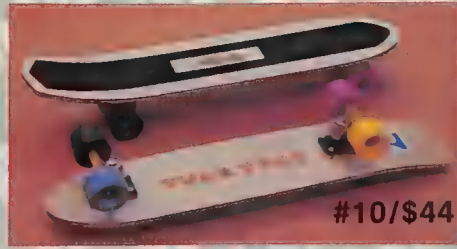
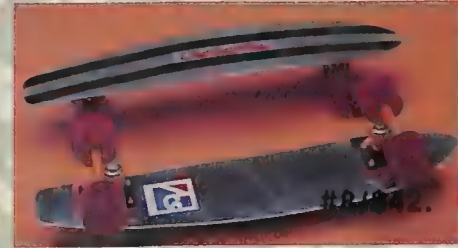
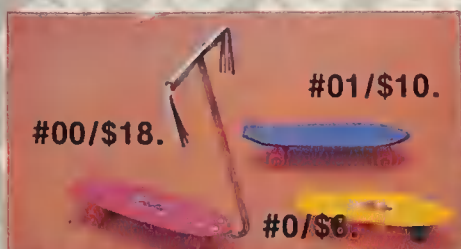
Wheels add \$2./four wheels for shipping (\$4. foreign) Total \$ \_\_\_\_\_

Decks add \$2./deck for shipping (\$4. foreign) Total \$ \_\_\_\_\_

6% sales tax (California residents only) Sub Total \$ \_\_\_\_\_

Send check or money order with order. All foreign orders MUST be paid in US \$. Thank you Total \$ \_\_\_\_\_





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# HUSSLER Wheels

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714-753-4148

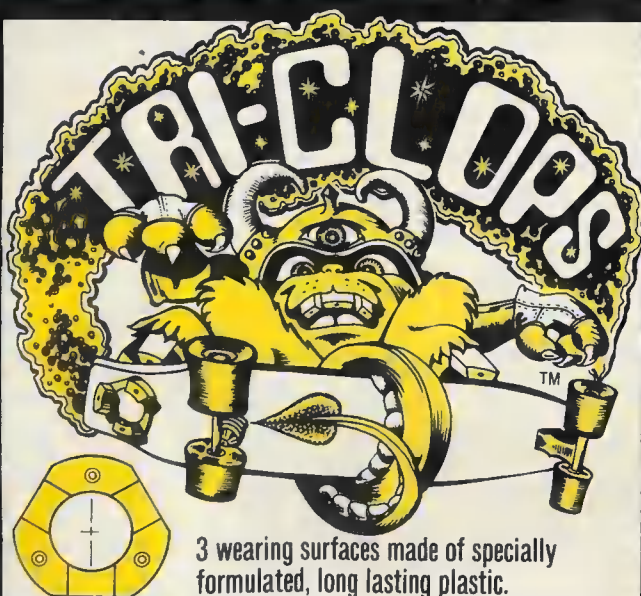
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703-548-8921

HUSSLER Wheels are designed for unexcelled performance at the park or on the street. Months of testing and engineering development have resulted in a double radial design that combines speed with just the right amount of grip for critical situations. If you want performance ride HUSSLER Wheels.

Ask for HUSSLER Wheels at your local pro shop or order direct. HUSSLER Wheels \$7.50 Each, plus \$0.40 per wheel shipping and handling. Virginia residents add 4% sales tax. Please send check or money order only.

Send \$2.00 for full color poster, brochure, and decal

Also available - HUSSLER functional laminated decks, from 26" to 32" in full rocker and kicktail models.  
*Dealer Inquiries Invited.*



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QUICK! Send me \_\_\_\_\_ Tri-clops @ \$3.98. Enclosed is a check, money order or credit card number (Master Charge/VISA). Add 80¢ ea. shipping. Florida residents add 4% sales tax.

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Dealer Inquires Invited

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Other benefits available to **SCA** members will be discounts at local skate parks, discounts at contests and movies. Send \$7.00 and we'll rush you your **SCA** Membership Card. **And for joining now, we'll send you a beautiful SCA Color T-Shirt, plus an SCA Decal.** Buy the **SCA** Product of the Month shown in the box below.

## THE SCA PRODUCT OF THE MONTH®

A plastic adjustable safety helmet in 5 colors: white, red, blue, orange and yellow. Made of polycarbonate with front to back reinforced recess for maximum strength, protection and style, it has 10 holes allowing free flow ventilation while decreasing helmet weight. The chin strap allows easy size adjustment and is made with double D-rings for positive strap positioning. The interior is shock resistant with comfort pads of urethane foam comfortably conforming to the head and absorbing impact. This is the first of many great products to be offered as the Product of the Month by the **SCA**. Only \$7.95

**Suggested Retail**  
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address/city \_\_\_\_\_

state/zip \_\_\_\_\_ circle card used  
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Card # \_\_\_\_\_ Expires \_\_\_\_\_

Signature \_\_\_\_\_  
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name \_\_\_\_\_

address/city \_\_\_\_\_

state/zip \_\_\_\_\_ circle card used  
 Cash, check, money order Master Charge BofA (Visa)

Card # \_\_\_\_\_ Expires \_\_\_\_\_

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**SCA**  
**SKATEBOARD CLUB**  
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# Van's world's number one skateboard shoes

## Style #95 "Off The Wall" Shoe

Thick pure crepe rubber sole for long wear and durability with Van's "EXCLUSIVE" waffle pattern for unreal grip and feel.

Other outstanding features of this popular shoe is a cushioned insole and arch support with padded collar and reinforced heel.

PRICE Stock Colors: Navy Blue and Red, or any two color combination \$15.95 a pair; any three color combination \$16.95 a pair.

SIZES: Boy's 2½ to 6; Men's 6½ to 16.

Available in Narrow, Medium and Wide widths.

## Style #36 "Off The Wall" Shoe

This is our NEW skateboard shoe with the same features as Style 95, PLUS these features of its own, leather cap toe and heel, leather eyelets with wild leather racing stripe.

PRICE Stock Colors: Royal Blue with White stripe, Red with White stripe, Gold with Black stripe (these colors only) \$18.95

SIZES: Boys 2½ to 6;

Men's 6½ to 16.

Available in Narrow, Medium and Wide widths.



Style 36

Style 95

**NEW! Van's "Off The Wall" Wheels**  
Designed for speed, made of exclusive "Van-A-Thane"

- Available in Red or Blue, 2½ high x 2⅜ wide.
- \$16.95 per set of four.



- See opposite page for order coupon
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outside, light in  
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Please send me \_\_\_\_\_ Pair(s) of Van (Off-The-Wall)

#### ■ SKATEBOARD SHOES

☐ STYLE 95 ☐ STYLE 36 Width: ☐ Narrow ☐ Medium ☐ Wide

SIZES — Boys' 2½ to 6

Men's 6½ to 16

SIZE \_\_\_\_\_

COLOR(S) STYLE 95 ☐ Light Blue ☐ Navy Blue ☐ Royal Blue ☐ Brown ☐ Beige

☐ White ☐ Black ☐ Red ☐ Gold

STYLE 36 ☐ Red ☐ Royal Blue ☐ Gold

#### ■ VAN'S ankle GUARD

Please send me \_\_\_\_\_ Pair(s) of

VAN ankle GUARDS

COLORS ☐ Red ☐ Navy Blue ☐ White

SIZE ☐ Small ☐ Medium ☐ Large

☐ X-Large

#### ■ VAN'S WHEELS

Please send me \_\_\_\_\_ Set(s) of wheels  
STOCK

☐ 1900 B — Blue

☐ 1900 R — Red

ENCLOSED CHECK OR MONEY ORDER FOR \_\_\_\_\_ SEND TO:

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City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Also add \$2.00 for postage and handling of shoes and wheels, \$1.00 for VAN ankle GUARD. Allow 3-4 weeks for delivery of custom made shoes. Stock shoes are processed within 2-3 weeks of order. California residents add 6% sales tax.



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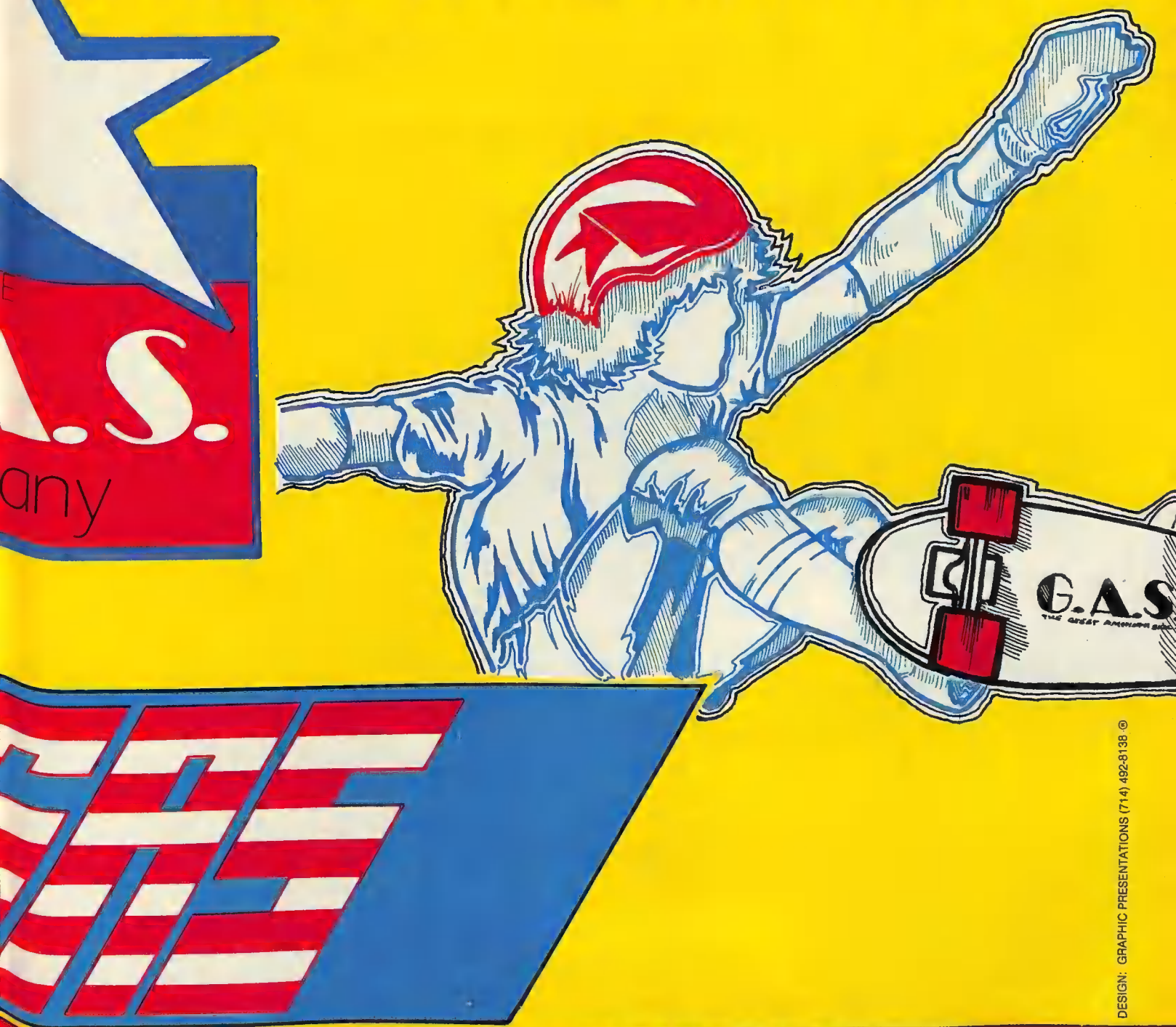


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# WHEELS **TUNNEL** SKATEBOARDS



PHOTO: JIM CASSIMUS

**DON WALDO AUTRY, RIPPING A ONE WHEELER AT THE LOS ALTOS POOL...A PROFESSIONAL SKATER USING PROFESSIONAL PRODUCTS.**



Waldo is ripping on his 30" cloud model (also available in 27"). The construction of this model, multiple plies of birch and epoxy impregnated fiberglass, has produced a board that you can pump up and up the highest vertical wall you can find. (Tunnel Team tested at the 16' Verti-bowl, Skatepark Paramount).

Waldo's choice of wheels is Quava Rocks. Produced for Pro's, these wheels are a very vast 2 1/4" wide and 2 1/2" tall. They are a special non-resilient urethane formulation with a 93 durometer (now, also available in a resilient formulation with a 91 durometer.)



**WALDO  
TEMPLATE**

**30" x 7-1/2"**

Available in laminated maple or laminated fiberglass and birch.



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Photo: John Paskoski

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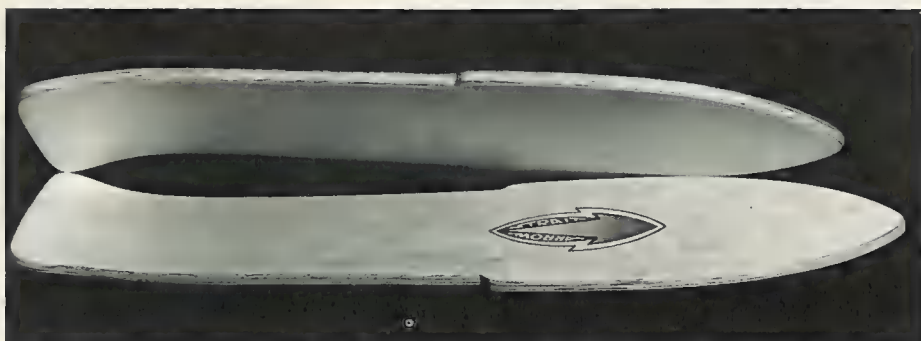


# EQUIPMENT UPDATE

Our featured new product this month is the *Adjustaflex* system by A T N T, Inc. This unique concept, incorporating a trussed bridge design, allows a skater to adjust the rigidity characteristics of the board to any degree to fit his weight, skating style and varying terrain. The flex of the deck can be adjusted easily and quickly, allowing a great latitude of fine tuning. The deck itself is made of virtually unbreakable—though lightweight—transparent polycarbonate which has been formed with a "cold" process for added strength. This is the same material used in sophisticated skate ramps and airplane windshields. A T N T guarantees the Adjustaflex against breakage in normal skating, including jumps and airbornes. The deck is available in sizes of 25" by 6" and 26½" by 7". It will retail for between \$23 and \$26. For further information, contact Lens La Vache at (714) 821-4154.



ADJUSTAFLEX deck



STRAIT ARROW deck

*Strait Arrow* Skateboards has at last made their unique design available to the general public. The deck features wings and a squid tail for optimal foot placement. The kicktail is set at approximately 12° and the board incorporates a gentle rocker and a slight flex. The Strait Arrow material, 10-ply laminated birch from Finland, is both strong and light, further strengthened by the use of truly waterproof glue. This deck comes in the following dimensions: 28" length, 7¾" nose, 6¾" tail or 30" length, 8" nose, 7" tail. All boards measure 15/32" thick. The Strait Arrow wholesales at \$15.50 with a suggested retail price of \$24.50. For more details, contact Strait Arrow, 703 Alabam St., Huntington Beach, CA, 92648.



VENTRAC truck guard

Doudican Skateboards of Myrtle Beach, S.C., present their new *Pig* line of skateboards. Laminated construction consists of 7 plies of red gum, a very light and durable hardwood. The 30" *Pig* measures 8½" wide at the "hips" and has a 5" nose with a 6" wide rounded diamond tail featuring a natural, mellow kick. The 33" model is proportionately larger overall, though the "hip" measurement remains the same as the 30" model. Call (803) 651-6719 for further information.

VAN ANKLE GUARD

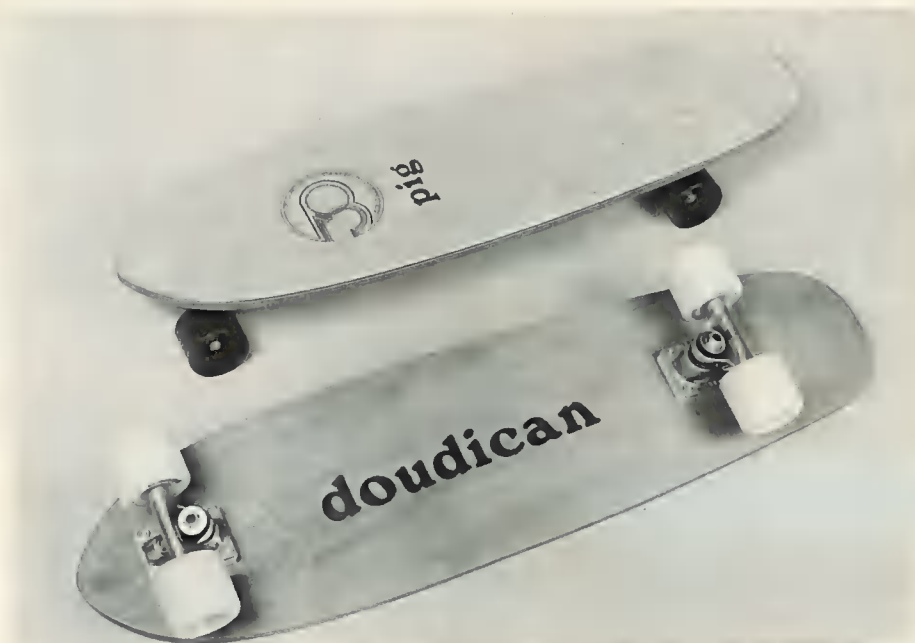


SKATERAID first aid kit



Sunshine Unlimited, operating out of the San Fernando valley, introduces the new *Ventrac* truck guard, a system which mounts independent of the rear trucks to allow unhampered, natural truck action. Ventrac is guaranteed unbreakable and comes complete with all





PIG board



QUIX wheels



STONES wheels

PRO-TEC helmet



necessary hardware for easy installation. Contact Sunshine Unlimited at P.O. Box 4759 in Panorama City, CA, 91412.

RSI has developed a significant new idea for skateboard wheels named *Quix*. Quix wheels combine 70% urethane with 30% styrene butadiene rubber, allowing the wheels an added degree of shock absorption and control. The materials are bonded both chemically and mechanically and feature full radius both inside and out. RSI is located in the Mar Vista section of West L.A. Phone (213) 390-3411 for more info.

Banzai Products also has a new wheel which they call *Stones*. Stones wheels feature double radius edges, the inner edge being machined to keep the wheel running true. These new wheels measure 2 1/4" wide by 2 1/8" in diameter. You can learn more about this product by writing to Banzai Products, Inc., 757 N. Coney Ave., Azusa, CA, 91720.

New in the safety department is the Van Doren ankle guard, made by those same good folks who brought you Vans tennies. The *Van Ankle Guard* is heavy-duty vinyl over an internal padding material, fastened by velcro and incorporating an elastic arch strap for comfort and secure placement. This guard gives good protection and support to the active ankle without hampering mobility. Available in red, white or navy, the ankle guard comes in sizes S, M, L and XL, retailing for \$7.95 a pair. Contact Van Doren Rubber Company, 704 E. Broadway, Anaheim, CA, 92805.

*Pro-Tec* helmets are now being marketed by the Powell Corporation of Santa Barbara, CA. The helmet comes in a single shell size and four sizes of velcro-attached liner sets make this an exceptionally well fitting helmet which provides added protection for the ears, temple and base of the skull while eliminating rocking of the shell. Plus, it's as comfortable and functional as it is good looking. Inquiries should be forwarded to Powell Corp., 725 Union Ave., Santa Barbara, CA, 93103, (805) 963-0416.

*SkaterAid*, available through UVS, Inc., of Canoga Park, CA, is a handy first aid kit for skateboarders. It's flexible and pocket-sized for convenience; an inside pocket provides a space for money, ID, etc. This little packet allows you to treat any minor injuries at the scene of the crime before dirt and infection set in. For more details, write UVS, Inc., Consumer Products Div., 7236 Owensmouth Ave., Canoga Park, CA, 91303, or call (213) 348-1323; out-of-state residents can call toll-free at (800) 423-5171.



# SkateBoarder

Fill  
Us In!

The surge in popularity of skateboarding and of SKATEBOARDER MAGAZINE has created somewhat of an information gap regarding just who is skateboarding and what their interests are. In order to better serve you editorially, we're asking for your help, and would greatly appreciate your filling out this questionnaire and returning it to us by August 1st, 1978.

## PERSONAL AND FAMILY DATA

- How old are you? \_\_\_\_\_
- Are you male or female? \_\_\_\_\_
- What is your occupation?
  - ☐ Student
  - ☐ Own business
  - ☐ Clerical
  - ☐ Technical
  - ☐ Blue collar
  - ☐ Professional
  - ☐ Management
  - ☐ Sales
  - ☐ Other
- What other sports do you participate in?
  - ☐ Surfing
  - ☐ Snow skiing
  - ☐ Water sports (skiing, diving)
  - ☐ Tennis
  - ☐ Team sports (football, baseball)
  - ☐ Motorcycling
  - ☐ Hang gliding
  - ☐ Golf
  - ☐ Bicycling (BMX, etc.)
  - ☐ Other
- Do you (or your family) rent or own your own home? (circle one)
- What is the value of your home?
  - ☐ Under \$30,000
  - ☐ \$30,000-\$50,000
  - ☐ \$50,000-\$75,000
  - ☐ \$75,000-\$100,000
  - ☐ Over \$100,000
- What is your family income?
  - ☐ Under \$7,000 per year
  - ☐ \$7,000-\$10,000
  - ☐ \$10,000-\$15,000
  - ☐ \$15,000-\$25,000
  - ☐ \$25,000-\$50,000
  - ☐ Over \$50,000
- How many people are in your family? \_\_\_\_\_
- How many cars do you own? \_\_\_\_\_ How old? \_\_\_\_\_
- Do you live in:
  - ☐ A rural area
  - ☐ Town of less than 100,000
  - ☐ 100,000-250,000
  - ☐ 250,000-1,000,000
  - ☐ Over 1,000,000
- Do other members of your family skateboard?
  - ☐ Yes ☐ No
  - How many? \_\_\_\_\_

## SKATEBOARD OWNERSHIP HISTORY

- How long have you been skateboarding? \_\_\_\_\_
- Was your first board already completed or custom assembled? (circle one)

- Is your current one an already completed board or did you custom assemble it? (circle one)
- If this is not your first board, how many have you owned? \_\_\_\_\_
- How many boards do you own now? \_\_\_\_\_
- Where did you buy your last board?
  - ☐ Skateboard or surf shop
  - ☐ Sporting goods store
  - ☐ Bicycle shop
  - ☐ Toy store
  - ☐ Department store
  - ☐ Mail order
  - ☐ Friend
  - ☐ Discount store
- How did you acquire the board?
  - ☐ Self
  - ☐ Gift From whom? \_\_\_\_\_
- How much was spent on your board?
  - ☐ Under \$15
  - ☐ \$15-\$30
  - ☐ \$30-\$50
  - ☐ \$50-\$80
  - ☐ Over \$80
- What type of skateboard do you like best?
  - ☐ Solid wood
  - ☐ Wood laminate
  - ☐ Fiberglass
  - ☐ Aluminum
  - ☐ Plastic
  - ☐ Other \_\_\_\_\_
- How much do you spend each year on items advertised in SKATEBOARDER (such as boards, accessories, clothes, etc.)?
  - ☐ Under \$10
  - ☐ \$10-\$20
  - ☐ \$20-\$40
  - ☐ \$40-\$60
  - ☐ \$60-\$80
  - ☐ Over \$80
- Do advertisements in SKATEBOARDER influence what you purchase?
  - ☐ Yes ☐ No
- In the following categories, which brands come to mind first (list as many as you like)?
  - ☐ Completed skateboards
  - ☐ Skateboard decks
  - ☐ Wheels
  - ☐ Trucks
  - ☐ Safety equipment
  - ☐ Bearings. What type? (sealed, shielded) \_\_\_\_\_
  - ☐ Magazine
  - ☐ Soft drink

- How often do you skate?
  - ☐ Less than once a week
  - ☐ Once or twice a week
  - ☐ Three or four times a week
  - ☐ Everyday

## USAGE INFORMATION

- How many hours per week do you skate? \_\_\_\_\_
- Where do you skate most often?
  - ☐ Public street
  - ☐ Drainage channels
  - ☐ Reservoir
  - ☐ Driveways and sidewalks
  - ☐ Parking lot
  - ☐ Skateparks
- Please rank your skating preferences (1-5)
  - ☐ Downhill runs
  - ☐ Bowls/pools
  - ☐ Pipes
  - ☐ Slalom
  - ☐ Freestyle
- Have you ever visited a skatepark?
  - ☐ Yes ☐ No
- If not, would you like to?
  - ☐ Yes ☐ No
- If you do not go to a skatepark, is it because:
  - ☐ Too far away
  - ☐ Aren't any
  - ☐ Too expensive
  - ☐ Parents won't let you
  - ☐ No transportation
  - ☐ Other \_\_\_\_\_
- If you go to a skatepark, how often?
  - ☐ Less than once a week
  - ☐ Once or twice a week
  - ☐ Three or four times a week
  - ☐ More than four times a week
- Do you wear safety equipment?
  - ☐ Yes ☐ No
- If yes, do you wear helmet, elbow pads, knee pads, gloves, hip pads or trunks, shoes? (circle all that you wear).
- Have you ever been injured skateboarding?
  - ☐ Yes ☐ No
- If yes, what was injured? \_\_\_\_\_
- Where did it occur? Street Sidewalk Skatepark Other \_\_\_\_\_
- Were you wearing safety gear?
  - ☐ Yes ☐ No
- If you were injured and were not wearing safety gear, do you think safety gear would have prevented

or lessened the injury?  
☐ Yes ☐ No

## MAGAZINE INFORMATION

- Do you subscribe to SKATEBOARDER?
  - ☐ Yes ☐ No
- Please rank the following sections of SKATEBOARDER in order of your preference: (1-10)
  - ☐ Skate Post
  - ☐ Skate Tips
  - ☐ Who's Hot
  - ☐ Equipment Update
  - ☐ Interview
  - ☐ Skate Safe
  - ☐ Mellow Cat
  - ☐ Off the Wall
  - ☐ Advertisements
  - ☐ Focus
- How many times do you refer to each copy of SKATEBOARDER? (circle one)  
1 2 3 4 5 6 7 8 9 10 More \_\_\_\_\_
- How many friends read your copy of SKATEBOARDER? \_\_\_\_\_
- Do the brands used by competitors and skaters you see pictured in SKATEBOARDER influence what you will buy?
  - ☐ Yes ☐ No
- Does the appearance of SKATEBOARDER on products influence you to buy them?
  - T-shirts ☐ Yes ☐ No
  - Stickers ☐ Yes ☐ No
  - Posters ☐ Yes ☐ No
  - Other products (which ones would you like to see?) \_\_\_\_\_
- Are there any areas of coverage you'd like to see more/less of in SKATEBOARDER?
  - ☐ Yes ☐ No If yes, which ones? \_\_\_\_\_
- How can we improve the magazine? (Your opinion counts!) \_\_\_\_\_

Tear off page and use the handy subscription envelope to return to:  
Skateboarder Magazine  
P.O. Box 1028  
Dana Point, CA 92629  
Thank you for your help!



# "SKATEBOARDER MAGAZINE SUMMER SPECIAL"

Subscribe to SKATEBOARDER Magazine NOW and get **EIGHT OUTRAGEOUS 17" x 22" FULL COLOR POSTERS FREE** in our SKATEBOARDER Poster Book. We'll keep you tuned in to the hot people, new parks and equipment. Stay in tune to the further zany adventures of the Mellow Cat himself. Besides all that, you **SAVE SIX DOLLARS** per year off the newsstand price. Clip this ad out and send \$12.00 (\$15.00 foreign), your name, address, and zip code to:

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P.O. Box 1028  
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This offer expires August 15, 1978 so act now!!! — and don't be left out of the fastest growing, most direct and accessible downhill experience you can have.

Cover your walls with posters  
of the hottest sport around!



# GO VERT

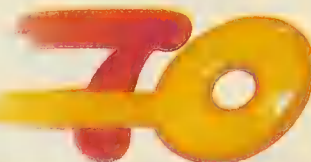


## WITHOUT LOSING YOUR GRIP.

New TO Takeoffs. Every one a speed wheel specially engineered to put you ahead from the start. The difference is a uniquely formulated urethane, that reduces friction while retaining optimal traction. Pick the wheel that matches your style. **Rad Riders.** The hardest and fastest. A downhill racer in white or yellow. **Bowl Dusters.** Charge around the coping, go vert in the pipe. Speed that sticks, in orange.

Sure Cast Industries, P.O. Box 12-467, Calhoun, Ga. 30701, (404) 629-9519  
12225 East Coast Dr., Whittier, Calif. 90604, (213) 692-7073

**Slalom Straighteners.** Rip, don't slip. Blow past the pylons in red or lime. **Sky Walkers.** Great on the street, incredible in the park. A free style wheel for a cushiony ride with control that doesn't get mushy in blue. Look for TO Takeoffs (65 MM., 60 MM., 54 MM.) wherever rad gear is sold.



**TAKE OFF ON TO'S. WHY HANG AROUND.**



Ernie Martin ripping off the top of the 22 ft. high ramp at Slideboard Skateboard Park, Rocky Mount, N.C.  
Photo: Joel Goodman

# the Sky's the limit...

## With Clamper Trucks and Ernie Martin Boards

Designed by Ernie Martin for maximum performance on vertical and beyond vertical situations. The Ernie Martin board is constructed of hard rock maple, 5 ply laminates for extra strength and durability. The heavy angle tail and wide (8 1/8") template makes for positive foot placement. The Ernie Martin board is available in 3 sizes: 27", 29" and 31" and comes with full deck grip tape. Ask your dealer for the *new* Ernie Martin board today!

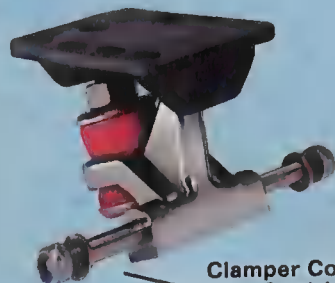
Clamper Trucks are constructed of die cast T-380 aluminum for maximum strength/weight ratio, designed to handle today's toughest skating demands and then some. You can order all 3 styles Clamper Trucks direct from the factory. See details below.



**Clamper All Star (Slalom)**  
Die Cast T-380 aluminum,  
20,000 PSI stronger  
4 1/4" Hanger



**Clamper Star (Pool)**  
Adjustable Base Plate  
3 5/8" Hanger



**Clamper Comet (Freestyle)**  
Alloy Steel Axles, withstands  
the toughest pro punishment.  
2 7/8" Hanger



### Ernie Martin Boards



Top View Bottom View

**ALL STAR**—\$27.50 per pair, **STAR**—\$26.50 per pair, **COMET**—\$25.50 per pair. Add \$1.50 for shipping, Alaska, Hawaii and Foreign add \$4.00. Pa. residents add 6%. Decals available.

Send cashier's check or money order **ONLY** to:  
Clamper Trucks, 890 County Line Rd., Bryn Mawr, Pa.  
19010. Dealer inquiries welcome. Call 215-525-8600.

**3M** Grip Tape Goes On All Ernie Martin Boards

Please rush \_\_\_\_\_ pair(s) of ☐ All Star, ☐ Star  
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# The last glove you'll ever have to buy.



**Vel-Grip™** fingertips are completely and easily replaceable. (Patent Pending)

Rugged suede leather fingertip pads have no exposed stitching.

**Vel-Grip Power Pads™** come in a variety of colors and are available wherever Power Gloves are sold.

The body is made of pliable tough leather on front and smooth suede leather on back (no pleases).

Rugged suede leather over 1/4 inch high density foam pad covers entire palm area. The best protection ever offered in a skateboard glove.

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Our new revolutionary Power Gloves 3, with **Vel-Grip™** replaceable **Power Pads™** is a breakthrough for ultimate long lasting protection. (Patent Pending)

## Power Gloves 1 (the original)

Features include: reinforced suede leather on back and tips of fingers—double on palms, nylon stitching, 100% leather (not pleases).

## Power Gloves 2

Features include: high density foam palm pad plus reinforced suede leather on palms and fingertips, and nylon stitching.

## Power Gloves 3

Features the new **Vel-Grip™** replaceable fingertips and palm pads, made with high density foam. **Vel-Grip™** wrist strap and nylon stitching. (Patent Pending)

Available at fine product stores everywhere. We invite dealer inquiries.



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Power Gloves 1 & 2 \$15.95

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Replacement **Vel-Grip Power Pads™**

(3 fingertips and 1 palm pad) \$6.25

E.T. Ripstix: 25" \$17.95 • 28" \$18.95 • 31" \$19.95

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Calif. residents add 6% sales tax

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**THE CHAPSTIK** Chris' own pro model design. Probably the *best* pool and park board going! Wide base for vertical stability. Beveled bottom for added wheel clearance. This pro board really lets you go for it!

**THE BELAIR BOARD** shown is just one of many greats from BELAIR. Solid, red oak, wedge tailed, rounded nose. These boards, including laminates, are built for everyone; and that includes *you*!

**THE BELAIR BOLTS** Finally, a universal wheel that adapts to any surface. Great grip. Hard Durometer...and fantastic speed! Made of the highest quality urethane with true bearing seat. So good, we'll guarantee replacement, *free*, for any manufacturing defects. Finally, wheels you can depend on!

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P.O. Box 145, San Gabriel, CA 91776



Qty. No. Price Total Qty. No. Price Total Qty. No. Price Total

1A	14.95 ea.		15A	6.50 ea.		23B	6.50 ea.	
1B	15.45 ea.		15B	7.50 ea.		23C	7.95 ea.	
2A	29.95 ea.		15C	6.95 ea.		23D	6.95 ea.	
2B	44.95 ea.		16A	7.25 ea.		24A	9.25 ea.	
3A	25.95 ea.		16B	6.75 ea.		24B	9.25 ea.	
3B	25.95 ea.		16C	6.75 ea.		24C	8.95 ea.	
4	39.50 ea.		16D	7.95 ea.		25A	9.95 ea.	
5	36.50 ea.		17A	5.95 ea.		25B	8.50 ea.	
6	21.50 ea.		17B	5.25 ea.		25C	6.50 ea.	
7	15.50 ea.		17C	5.95 ea.		26A	6.95 ea.	
8A	16.95 ea.		17D	5.75 ea.		26B	8.95 ea.	
8B	16.95 ea.		18A	5.50 ea.		26C	5.95 ea.	
9A	27.50 ea.		18B	6.95 ea.		27A	.45 ea.	
9B	27.50 ea.		18C	5.30 ea.		27B	6.50 (6 Pak)	
10	4.25 ea.		18D	7.45 ea.		<b>TOTAL ORDER \$</b> <b>FREE!</b> <b>ONE 6 PAK</b> <b>SLALOM CONES</b> (Shown in 27B) with purchase of complete skateboard—2 trucks, 4 wheels, 2 pads and blank. One 6 Pak per customer. Note: Complete boards include grip tape. Deduct 75¢ if ordering wheels without bearings.		
11A	6.25 ea.		19A	4.50 ea.				
11B	6.50 ea.		19B	4.25 ea.				
11C	6.75 ea.		19C	4.95 ea.				
12A	7.25 ea.		19D	5.25 ea.		<b>TOTAL ORDER \$</b> <b>FREE!</b> <b>ONE 6 PAK</b> <b>SLALOM CONES</b> (Shown in 27B) with purchase of complete skateboard—2 trucks, 4 wheels, 2 pads and blank. One 6 Pak per customer. Note: Complete boards include grip tape. Deduct 75¢ if ordering wheels without bearings.		
12B	6.50 ea.		20A	5.25 ea.				
12C	6.35 ea.		20B	6.50 ea.				
12D	4.50 ea.		20C	4.50 ea.				
13A	6.50 ea.		21	47.50 ea.		<b>TOTAL ORDER \$</b> <b>FREE!</b> <b>ONE 6 PAK</b> <b>SLALOM CONES</b> (Shown in 27B) with purchase of complete skateboard—2 trucks, 4 wheels, 2 pads and blank. One 6 Pak per customer. Note: Complete boards include grip tape. Deduct 75¢ if ordering wheels without bearings.		
13B	6.95 ea.		22A	6.95 ea.				
14A	5.95 ea.		22B	4.50 ea.				
14B	6.50 ea.		22C	6.25 ea.				
14C	6.95 ea.		23A	7.50 ea.		<b>TOTAL ORDER \$</b> <b>FREE!</b> <b>ONE 6 PAK</b> <b>SLALOM CONES</b> (Shown in 27B) with purchase of complete skateboard—2 trucks, 4 wheels, 2 pads and blank. One 6 Pak per customer. Note: Complete boards include grip tape. Deduct 75¢ if ordering wheels without bearings.		

## ORDER FORM

Please print clearly  
Send mail orders to:

### PACIFIC SKATE SYSTEMS

P.O. Box 145  
San Gabriel, CA 91776

Postage and handling: USA: add \$2.50 for skateboards and/or trucks with wheels, \$5.50 Air.

Wheels or trucks only add \$2.00 surface, \$3.00 Air.

FOREIGN: Skateboards and/or trucks with wheels \$4.50 surface, \$18.50 Air. Wheels or trucks only add \$2.75 surface, \$4.50 Air.

California residents add 6% sales tax.  
Enclosed please find check, money order (foreign payable with international money order) for: Subtotal \$

(Calif. add 6% tax)

Postage & handling

**TOTAL ORDER \$**

Name

Address

City

State

Zip

Phone #

Please charge above order to my:

☐ Mastercharge ☐ BankAmericard/Visa ☐

Card # Exp. Date

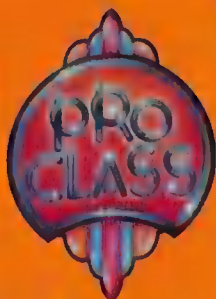
Signature

\* DEALER INQUIRIES INVITES ON ALL BERNARD PRODUCTS \*





P.J. GETTING AIR AT SKATOPIA



TUNE IN NEXT TIME FOR A LOOK AT  
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G&S: Fibreflex □ 26" Kick □ 28" Cut Out □ 28" Freestyle \$25.95 □ 27" Kick □ 28" Steve Cathey □ 29" Cut Out \$28.95 □ 27" Bowl Rider \$29.95 □ 28" Team Rider □ 29" Bowl Rider \$31.95 □ 30" Team Rider \$32.95 Warp II □ 25" □ 27" \$19.95 □ 27" \$21.95 □ 29" \$23.95 Warp II □ 25" □ 27" \$24.95 □ 29" □ 30½" \$26.95 KT-4 □ 28" □ 28" \$24.95 □ 30" □ 32" \$26.95 Rockit □ 28" □ 28" \$24.95 □ 30" □ 32" \$26.95

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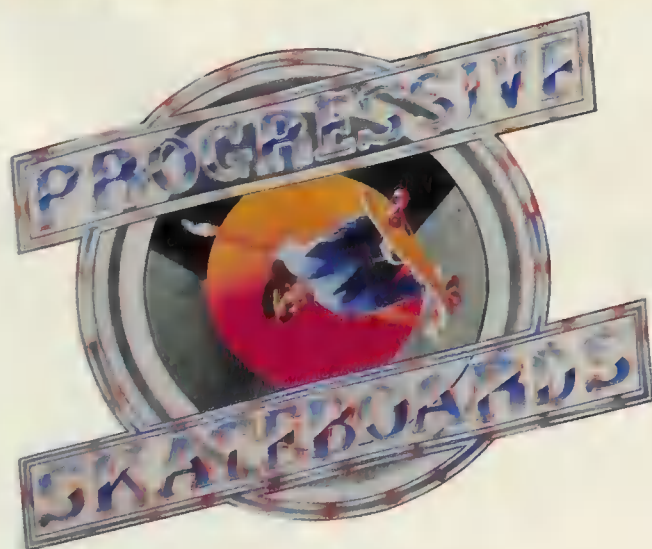


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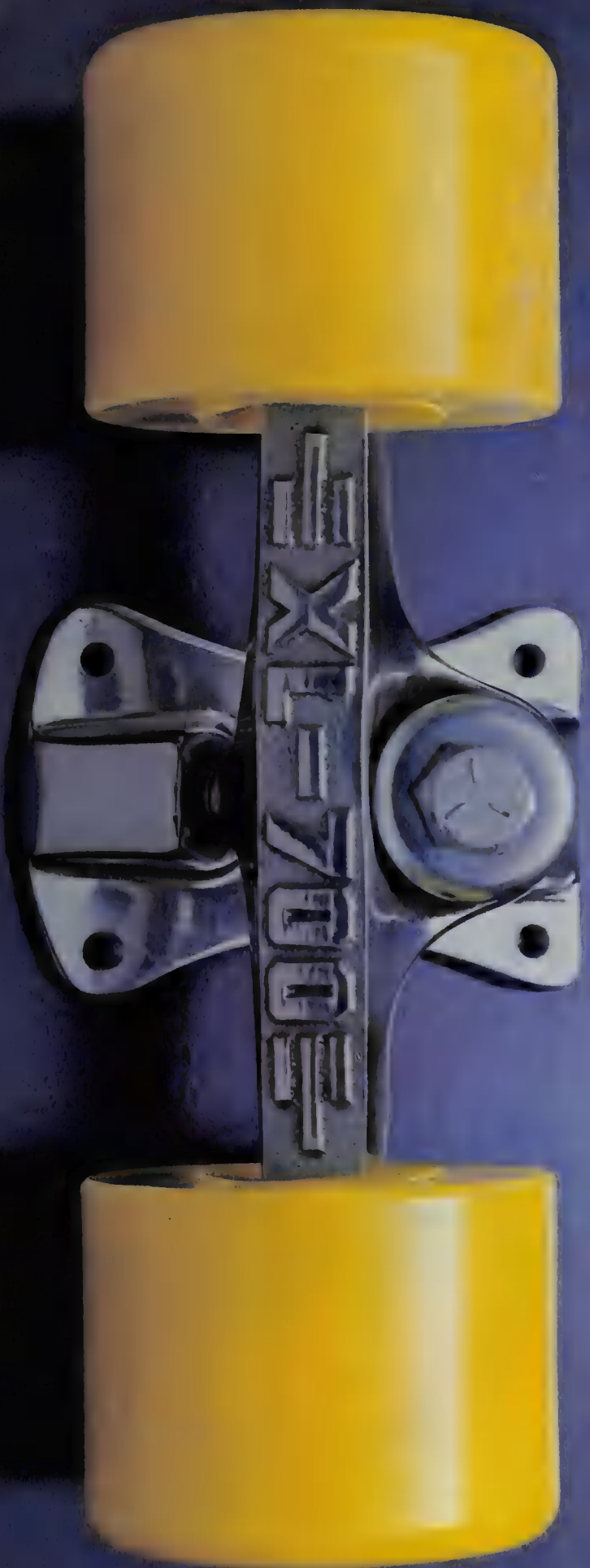


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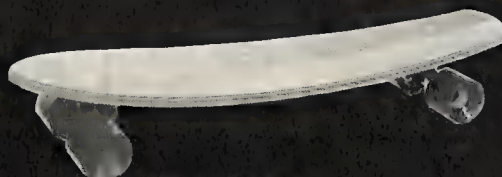
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# DESIGN SYMPOSIUM: PROTECTIVE EQUIPMENT

by Mary Horowitz

In this Design Symposium, we will consider protective gear, probably the most important equipment a skateboarder can have. This is also a good opportunity to discuss briefly the Consumer Products Safety Commission's Hazard Analysis Report on skateboarding as it does shed some factual light on the situation.

The report states that skateboard-related injuries have increased 30-fold since 1973. This is a startling and alarming statistic—but also perhaps somewhat misleading in the way it is presented. The report failed to note that while accidents have increased 30 times, the number of skateboarders has also increased more than 150 times during that same period. When this is considered, the result is that the rate or frequency of skateboarding injuries has actually decreased by somewhere between 50% and 80%. Although far more people are involved in the sport today, a much smaller percentage of them are getting hurt when skating. The most probable reasons for this are the greater technical efficiency of equipment and the increased use of protective gear.

Nonetheless, one must keep in mind that there is an inherent risk in any sport, particularly a difficult one like skateboarding. Despite the fact that most skaters are between 10 and 17 years of age, this sport is no mere "child's play." Skateboarding requires a great deal of coordination and concentration. The report states what most skaters know from experience, namely that "it is probable that the task of riding a skateboard successfully requires more complex motor skills than other sports activities in recent history." If you want to get really technical, "The skateboard transmits forces to the rider as well as from the rider to the ground. Because of uneven terrain, the skateboard moves through vertical and rotational motions to which the rider must respond... (in the) form of subtle shifts in weight and/or accommodations through flexing the ankles, knees, etc.... If, however, the skateboard motions become violent or very sudden, a net force beyond the rider's compensation ability will be generated and the system will become unbalanced." (In other words, the rider takes an unplanned lunch break.) It can happen to anybody, beginner or expert. And when it does happen, you can get hurt. "The mechanism of injury is usually direct impact after a fall or collision. This, coupled with the relatively high speeds which can be attained on a skateboard, can amply

exceed human tolerance to injury."

The major factors contributing to skateboarding injuries are a combination of environmental and human influences. According to the C.P.S.C. report, "the lack of prior experience is of paramount importance in the injury scenario... the inexperienced skater is more likely to be injured than an experienced skater." In fact, 30% of the people injured had been skating less than one week. Unfamiliarity was also a factor, since 40% of the accidents occurred on a borrowed skateboard. And while "the... ability to balance in a constantly changing environment is the most critical task for the user," 25% of the injuries studied were the result of the skater's inability to perform that critical task. Finally, 33% of the accidents were attributable to irregularities in the surface upon which the victim was skating.

Conceivably, these environmental hazards could be greatly reduced, perhaps even eliminated, by well-designed and constructed skate parks. But the human factor will remain potentially hazardous as long as human beings insist upon wonder-rolling. The solution? To quote the report once again, "... in almost all investigated cases, protective equipment was not being worn by the victim at the time of the accident. The wearing of (such) equipment could undoubtedly reduce both the frequency and the severity of skateboard-related injuries."

Perhaps the most important piece of safety equipment a skater should use is a helmet. "Since all the victims killed by falls from skateboards struck their heads, the use of helmets should reduce the risk." When selecting a helmet, consider the fit, weight, any obstruction of vision and hearing, and ventilation... then keep the chin strap buckled! A helmet won't do much good if it falls off when you most need protection.

Pads are a must, too. Among skaters, "... injuries associated with skateboard riding occur with such regularity that terms have been coined which depict certain injuries as 'skateboarder's knee' (impact to the patella), 'skateboarder's elbow' (usually involving a fracture of the olecranon process) and 'road rash' (burns, draining sores and bruises, usually to the extremities)." Proper padding does help to protect elbows, knees, hips and tailbone. When selecting pads, material and fit are the most important considerations. If the pads fit too tight, circulation and freedom of

movement will be restricted; too loose, they slip out of position, decreasing effectiveness. And anyone who likes their feet knows how much shoes help to protect a skater—but make sure they have rubber or non-slip soles. Sturdy padded gloves round out the picture for the skater who wants to keep a hand in the sport.

Finally, although their effectiveness has yet to be determined, "wrist straps or braces are being designed and manufactured in an attempt to protect this vulnerable body part by absorbing and transferring some of the impact energy and stabilizing the joint." Some physicians are especially interested in this type of protection. Dr. M. A. Rockwell in a presentation to the American College of Emergency Physicians notes that "the more serious, most frequently seen (injuries) involve fractures of the forearm when a skater tries to cushion a fall with the palm of the hand... but with a reinforced gauntlet on the hand and arm, the stress of falling can be distributed and perhaps half the injuries prevented."

The importance of using protective gear is undeniable. But there are always some people who choose to ignore the facts. The Hazard Analysis makes note of this, saying, "during... childhood years, youngsters are often challenging many aspects of their world. Risk-taking behavior is generally socially acceptable and is often praised and reinforced." The following perspective which I gained from personal experience is offered to these danger junkies. While the physical injuries may heal comparatively quickly, the mental scars from an injury may last forever. Sustaining an injury can impair your self-confidence, causing you to hold back subconsciously. On the other hand, knowing you're protected will give you more confidence to go for it, leading to quicker, easier learning and a general increase in all-around performance... and radical skating is more impressive and respected than a radical bongo any day.

Consider what the following designers have to say for their products. Remember, these are not necessarily the opinions or evaluations of the SKATEBOARDER staff. We try only to shed some light on the manufacturers' products, personalities and philosophies which we now present for your consideration. Select your safety equipment carefully and use it whenever—and wherever—you skate. Someday, you'll be glad you did!





Mr. Palm Pads, Mike Rector. Photo: R. Tankersley

## MIKE RECTOR, Rector Skatewear

### BACKGROUND

I've been skateboarding since I was a youngster in San Diego County. My story is the same as a lot of people who are now involved in the design end of this sport. In school, my interests centered around art and design. I've worked as a draftsman, designer and sign painter. When I moved to Sonoma County in 1972 I began to devote my time to fine arts, becoming involved with a group of artists and spending most of the next three years on my work with airbrushes. During that time, I continued to take jobs as a sign painter and occasionally designed a logo or worked on the design of some product.

Skateboarding has become a sort of lost cause because of the equipment available. When the new wheels were developed I got right back into skating. Before long, I experienced the classic creative "flash." I envisioned a pair of protective gloves which would protect the hands and wrists of a skateboarder. I made up a pair and they worked. I realized that I had not only come up with a good idea but also a very much needed and marketable product. I took my idea to a patent attorney and began the long process of directing my idea into a reality.

After struggling for about two years, I was joined by my partner, Bob Wolfe. Finding the right person to start a business with is critical, and I was lucky to

find such a person in Bob. He added all the business abilities and know-how needed to turn my ideas into marketed products. Probably most important, he was sensitive to my devotion to the sport and my conviction of the importance of developing new products for this new sport. Product development is very expensive and time-consuming. The money is all going out for a long time before the new products are actually marketed and the money starts coming back in. It's a tricky proposition, especially for a new company in a new industry.

My work consumes a major part of my time as the business grows. I've had to make a lot of sacrifices: Skating time is one of them. I skate as much as I can find time to. Product development and advertising are my responsibilities in the company, so I design all the products and am the first to test them. Working with an in-house group of pattern makers and seamstresses, I test and re-test the designs until I am satisfied, then Bob and I develop the manufacturing process. No product is ever finalized, though; there are always improvements to be discovered. Design is an on-going process.

### PHILOSOPHY

The marketplace is going through a transition. What I mean is that the people who are buying the products to make them available to the public (retailers and distributors) are really beginning to realize that skateboarding is a serious sport which requires quality,

effective equipment. There are still exceptions, but the trend is alive. This is very important to skateboarding's future. Also, my involvement with a lot of the skaters you see in the magazine has a lot to do with the directions I am taking as a designer. I feel that these athletes are the real innovators expanding the sport for all of us to enjoy. I am very impressed with the talent and personalities of these people.

### DESIGN AND MATERIAL

Protection, freedom of movement and durability: No other sport demands so much of these design variables. Basically, a skater must be free to take a fall without injury, yet not be inhibited by restrictive clothing or gear. Add to this the punishment which the equipment must be able to take, and the design problems become obvious. I'm trying to work within these guidelines and, at the same time, develop the fashion aspect of the gear. The equipment should look as good as it works; it is very important that the wear must not distract from the beauty of the sport. For protection I use a combination of closed-cell, high-density foam (there are many trade names for basically the same material) and open-cell foam (used for shaping and wearer comfort).

### FUNCTION

The idea is to provide an impact transfer with the padding, thus slowing the transfer of energy released at impact. For example, in the case of my (patented) gloves, I use a dual transfer system to accomplish this. The palm pad





*Torsten Hallman*

(by its position and shape) absorbs the initial "sting" of the impact while eliminating abrasions and transfers the impact energy to the wrist area (which is supported by a heavy elastic support closed and tightened at the back of the wrist with velcro. The resulting transfer successfully reduces the energy and significantly decreases the skater's chance of injury to the hands and wrists. Since many falls are "broken" with one's hands and arms acting as shock absorbers, a skater should feel confident to use that shock-absorbing function to successfully negotiate an injury-free fall.

My other padded products use the same kind of padding material which varies only in size and thickness. I think that the concept of combining dense, energy-absorbing foams with softer-body-forming foams is the answer to both protection and comfort for the skater.

Another important aspect of the protective qualities of the wear is that the pads must stay in place covering vulnerable areas both while skating and in a fall. A glove that does not secure properly, pads sewn into pants or tops (which can shift as the garment is pulled during a slide) all fall short of the protective demands a skater must depend on. I'm solving these problems by following the natural body movement lines. My gloves are secured at the base of the hand with an adjustable wrist strap which extends up the wrist (thus, preventing the glove from being pulled off while sliding). My knee and elbow pads

flex with these natural body lines. There are three enclosed pad "pockets." The middle "pocket" houses a "suction cut" foam pad which is drawn tight to the knee cap area with one piece of contoured elastic back, thus causing a suction action which assists in maintaining the pads' position on the wearer. In addition, the three-piece pad system allows for a degree of play between the individual Pad "pockets" so the pad itself may move without shifting on the wearer.

My shorts have hip and tail pads which are connected at the waist band with velcro strips. This enables the pads to move with the skater, not the pants. The shape and positioning of the pads is also critical. I use a two-piece pad system on the hips, again following the body's flex lines. Hip pads can restrict the skater from bringing the knees to the chest during compression and this is very bad. The shorts are full cut to allow for the skater's radical body movements. They have elastic laces up the back to aid in the positioning on the wearer. I can't over emphasize the importance of the non-restricting qualities I am stressing. It is of the utmost importance that the wear must not *cause* the fall by restricting the skater's motions.

Durability is a tough problem. Concrete is gnarly. It grinds, tears and dries out anything which is dragged over its surface. Gloves receive the punishment here, as well. So far, we've found nothing better than leather. It stretches, breathes, is comfortable to the skin and holds seams well. Right now, I'm using

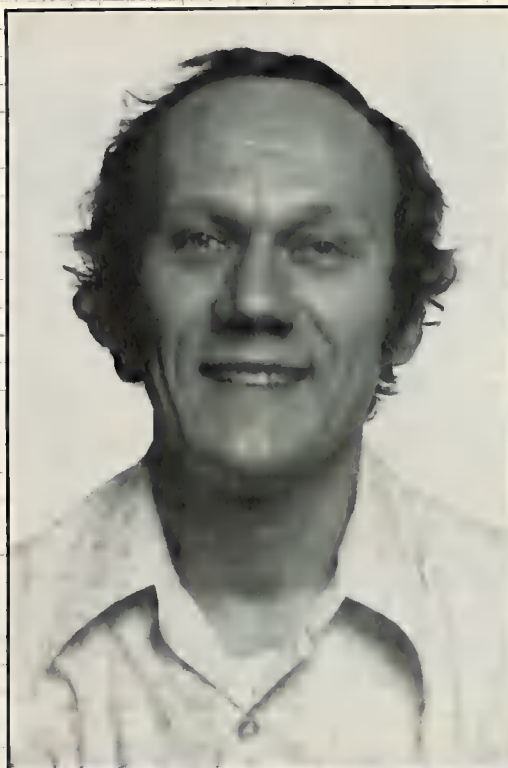
pigskin, split cowhide and full-grain cowhide in my gloves. We tan our own leather and are producing increasingly more durable leathers all the time. For the knee and elbow pads, I use leather or heavy urethane-reinforced-nylon as a cover. My shorts have a double layer of material on the seat, double-stitched seams everywhere and come in 10½-ounce corduroy.

## **FUTURE PREDICTIONS**

As I mentioned earlier, product development never stops. There are not only new products to develop but improvements to be made on existing products. I am particularly excited because we have just started to introduce skateboard fashions (shirts, jackets, pants, etc.) and I see it as a similar trend that the surfing industry experienced. The line of protective gear will also expand greatly this year with the addition of new, even more protective gear for the more radical skater who needs more protection and for whom the market is growing.

This summer, my line of wrist braces will also be ready for marketing. I have been real concerned about the use of the splint-type of wrist immobilizers which some companies are producing and selling as applicable to this sport. This type of immobilizer was designed to be used to protect an injured joint and as such holds the wrist in a locked position to avoid further damage. They were not designed to fall on, especially on concrete. My braces will work with the gloves to restrict the wrist's movement





Lars Larsson

and further support the joint with more elastic. In addition, we are developing skate park first aid kits, instructional literature and films. Private labelling is also becoming a major factor to us, especially since we've been granted the patent on the glove design.

I'd like to say something about the patent. When someone comes up with an idea for a new product (like we all have, or would like to have, done) the government provides a way to establish ownership of that idea for a period of seventeen years. It's an exciting opportunity which anyone is eligible for. My idea has been copied a lot and, in most cases, with inferior materials. Even though my idea is now protected by laws, I think that people should show some class and not blatantly try to capitalize on someone else's good thoughts and hard work. I'm sure you would feel the same way in my position.

Surfing and skating are two of the most natural, fluid motions we can take part in. In the future, I hope that more and more people will come to feel this way through their exposure to skateboarding. Skateboarding has recieved a lot of "bad press" but I think this will subside as the true facts become obvious to everyone. I've talked to the people from the Consumer Products Safety Commission and they just want to have good safety gear developed and used. I think we should look to today's leading manufacturers to continue to develop new and improved equipment for our sport.

Probably the most radical changes

and developments will come from the skate park side of the industry. Right now, skate park design and construction is a totally new field and, even though we've seen the industry grow fast, there are many problems to be solved. Information for potential constructors is limited and sketchy. There are very few people qualified to design parks; and because of this, a lot of parks are ending up with some pretty awkward areas. This will change naturally as standard concepts that really work become available to potential park builders. This is the area which, next to safety wear, we are going to see change the most radically. Skateboarding is here to stay. We are all taking part in the beginnings of what will become one of the world's most popular sports.

## **LARS LARSSON, Torsten Hallman Racing, Inc.**

### **BACKGROUND**

I have been a professional motorcycle racer since 1959. I moved from Sweden to the U.S.A. in 1967 and continued my racing career over here. My partner, the founder of THR, Mr. Torsten Hallman (who lives and works in Sweden) has the same background as myself except for a much better record—being four times world champion in moto-cross (1962, '63, '66, '67). The third partner in THR is Ms. Brigitta Berlin

who had (before forming THR in 1968) a long experience in the motorcycle world of competition. She was working for Husqvarna at the time.

One day, a long-haired guy named Mike Williams stepped into my office. Mike claimed to be a hot shoe in skateboarding, something he has proved many times since then. Mike knew about us as the "experts" in the moto-cross business, especially in protective equipment. Well, Mike was getting scrubbed just about every day and needed some protection. We fitted him with some of our motorcycle gear and then, starting to work with Mike, we developed a line of protective pads for skateboarding. That's how it all started.

### **TESTING**

I do not skatebaord at the age of 36; I think that I better stick to my bike! Mike Williams and his buddies, Tom Ryan and Pete Cammon, do all our test work. Our testing program consists of a lot of practicing and more practicing and also in actual racing. In the practice session, our riders try to make as many difficult movements and maneuvers as possible. This is naturally to try to find out how comfortable the products are and to test such features as fasteners, etc. to see if they function the way we want. It's hard to ask the riders to crash and burn just to find out if a pad will slide or break at impact!

### **PRODUCT**

Our pads are made of high-impact plastic cups, beaver nylon, elastic





*"I think the sky's the limit for skateboarding."—Jhoon Rhee.*

straps with velcro fastenings; for comfort, they're padded with a nylon liner. Our nylon skatepants feature padded hip protection, a strong vinyl seat and tailbone protection by Ensolite®

### FUNCTION

The function of our product is, naturally, to prevent injuries. It seems to me obvious that everyone on a skateboard should use a helmet, elbow pads, knee pads and pants which protect the tailbone, especially. This goes for any conditions in skateboarding—except for downhill where you reach a very high speed and, therefore, use different equipment such as full leather suits. I might add, however, that no protective equipment is any good if not used in the proper manner. When you see a guy using the wrong size helmet or not buckling up the chin strap or not adjusting elbow pads right, etc., he might as well not be using any at all. Unfortunately, these kinds of mistakes are made too often. A lot of this could be corrected by the park attendants if they would watch the skaters a little closer.

### FUTURE PREDICTIONS

We are constantly, with the help of guys like Mike, Tommy and Pete, trying to improve our products and make new products available. We are at present working on a new elbow/knee pad which should, if it comes out right, be more comfortable, perfectly adjustable and seamless (which means they should not fall apart, regardless of the abuse). We think the pants could be improved, too. However, we have a

problem here. It does not look like the parents or the kids themselves want to spend \$40-60 to save their tails. This is amazing to me. Skateboarding must be one of the cheapest sports to participate in and yet people look terrified at the cost for a set of tailbones. Education is needed, I think.

It seems to me that skateboarding is going to be a good sport for the future. Being very similar to skiing, for example, there are endless numbers of different competitions. However, this will not be done overnight and I believe we need educational programs and training camps with the pros, rules and regulations regarding safety equipment as well as the competition riding itself.

## JHOON RHEE, Rhee Safe-T- Equipment

### BACKGROUND

I came to this country in 1956 for a Korean Army training program. I returned after I retired from the army in 1958. As soon as I finished college I opened my karate school in Washington, D.C. While I was attending Southwest Texas State College and the University of Texas I was running the university karate club—that's how I started my karate training in this country. Five years ago, I invented a series of karate protective equipment because, in the past, we had to free-fight without contact and, naturally, we did not get

the full advantage of the training. Just as Bruce Lee used to say, "It's like learning swimming on dry land in theory." It's just not the same; so I invented the equipment so that trainers could actually strike each other in training without injury. So, I have a scholastic background in engineering and my professional background is teaching karate.

One day, my son—who is, of course, a skateboarder—got hurt. He had elbow pads, but they didn't stay in place and his elbows got skinned off. Then I said, "Well, if I did it for karate, I'm sure I can develop something for skateboarding." So I started working on a knee pad and palm brace and elbow pad and so on. This is how I got interested in skateboarding; and ever since I started to develop this gear, I've been riding a skateboard. I started in March, 1977, during the spring and summertime, spending about an hour a day in front of my house. I have sort of a built-in skate area; this is how I've been practicing.

### TESTING

All the testing is done, of course, by myself because I have the experience with testing from the karate. Of course, this is a little different, but I give the gear to one of my karate instructors (who is a very good skateboarder) and he tests it for me, too. I try my products myself because you can't just depend on one or two people's evaluation. One thing that I do is try to fall as hard as I can and scrape the pad on the concrete to see whether it tears or not. We test in actual riding, too.





Steve McAnlis, taking care of business.  
Photo: Jeff Ruiz

## PRODUCTS

I have four products. Safe-T-Palm-wrist is made of Fiberthin nylon material coated with vinyl. It's very, very tough, you can wear it almost forever. Then we have 1/4" closed-air cell foam rubber, then we have a plastic shield inside that supports the wrist all the way around. You have a palm pad built in with the wrist support. The wrist is supported by high-density polyethylene all the way around, so the wrist is supported in all directions. Most products on the market have plastic on top of the wrist and on the palm, but not on the sides, so they're different from mine.

Safe-T palm-elbow, Safe-T knee and Safe-T butt are all made of identical material—fiberthin skin laminated to 1/2" foam rubber. This material is called Ensolite, produced by Uniroyal. They tested this material's shock-absorbing properties by dropping a raw egg from 100' in the air onto a 1" thick pad of this material and it won't break! Our pads are also designed not to slip or slide off when you fall. Palm-elbow is secured at the thumb and it won't slide off at all. Elbow-knee has 3"-wide straps which wrap above and below the joint so as not to restrict movement or circulation (like pads which wrap around the center of the joint). Also, we use velcro so you don't have to take off your shoes to put on the pads. Safe-T butt is also 1/2"-thick foam padding. It covers the area which we feel is particularly vulnerable, the hips and the tail bone.

## FUNCTION

My products are very tough, very light

and very comfortable. They're good under any conditions; when you ride a skateboard, if you wear the Safe-T equipment, you will be very safe. All my protective equipment is patented or patent-pending by the U.S. government and several foreign countries. I never want to make anything that's not patentable. If somebody else is already making something, I don't think it's worth my time and effort. My products are all unique.

## FUTURE PREDICTIONS

I have already changed my designs about three times since I started with this equipment and I think that equipment should be constantly up-dated and improved so that we come as close to perfection as we can. I have changed the karate equipment at least six or seven times in the past five years, too. We allow for change and improvement, and I will keep trying to improve my products continually.

Some people might say that skateboarding is a fad, but I don't think so. I think the Hula Hoop was a fad, for example, because it's pretty limited what you can do with it. But with skateboards, unlimited skill can be developed. It's amazing what people have been able to innovate over the last two years. Because of the potential for expanding and skill, I think the sky's the limit for skateboarding.

Industry-wise, it's going to be one of the biggest sports in the country and in the world. I feel that the safety equipment is most important because if you have complete protection, more people

will be willing to participate. A lot of people might not want to participate in a sport if they think they're going to get hurt. But if we can guarantee their safety with the proper equipment, more people will enter the sport and it will continue to grow and improve.

## STEVE McANLIS, Hobie Skateboards

### BACKGROUND

My background would have to be described as ocean-oriented. Pat Casey (President of Hobie Skateboards) and I both started surfing back in 1957. Besides surfing, I did a lot of sailing, skin diving and fishing, so it seemed pretty natural to move on to San Diego State to study Marine Biology after I graduated from Newport High. I was an Ichthyologist (fish expert) working toward an eventual doctorate, but Uncle Sam thought there were more important things for me to be doing and drafted me. It was back to school and surfing after my Army experience, plus a job as a physical therapist for a while.

About three years ago, Pat Casey got together with Hobie Alter and discussed the possibilities of expanding the Hobie skateboard line. Hobie was busy designing and promoting his catamarans, so he said for us to go for it; we did. We weren't in business very long before I realized that everyone in the industry was concentrating on wheels, trucks and decks exclusively. No safety gear was available. When Gregg Watson,





*Patron saint of skatefeet, Jim Van Doren.*

one of our amateur team members, was planning his 1,000-mile skate trip, I had to hit two sporting goods stores, a drug store and a bike shop to outfit him in safety gear! The availability didn't make sense, so we brought out a full line of safety gear and we were the first skateboard company to do it. The first time I walked into the Dana Point store with an armload of PROtective gear, I was met with horse laughs! A week later, they were on the phone with a rush order for more! At this time, the La Costa stalwarts and a lot of other good skaters were into various forms of safety gear. They had found that some cuts, strains, scrapes and sprains could be minimized if you wore protection.

SKATEBOARDER was running their Skate Safe articles, but nobody else in the industry was doing anything to promote safety. This didn't seem a very responsible attitude, so we started a full-on safety campaign. I would like to give credit to the skaters who did the initial work, pros like Mike Weed, Skitch Hitchcock, Steve Shipp, Kim Cespedes and Bob Skoldberg. Before the Pepsi team had even done their first demo, the Hobie crew had cut their teeth on close to one hundred safety clinics! The emphasis on safety is the most important thing for the healthy growth of skateboarding since the development of the urethane wheel.

### TESTING

My skating skills are very limited, so I don't test the equipment myself; I gather information from our pro team. I can't

over-emphasize the importance of having a good team of professional athletes to test the workability, performance and durability of any sports product.

### PRODUCTS

Our current line of PROtective gear consists of: Elbow pads (vinyl-covered padding with a polyethylene disc), knee pads (closed-cell foam), gloves (split cowhide, thick closed-cell foam pad, velcro closure), a new helmet (one-piece polycarbonate shell with foam padding) and our new pro wrist guards (foam palm padding with an outer cover of leather, aluminum splints and velcro straps). The skaters are really stoked on the wrist guards, and the need for protecting this area of the body is significant.

Our safety gear is designed for serious skateboarding. We recommend that along with wearing protective equipment, skaters learn to use good judgment and good common sense. This will make skating safer and more enjoyable for everyone. Also, keep your gear clean. Some can be washed, all should be aired-out routinely. Make sure your equipment fits right and mend any torn spots. A shoe repair shop can help prolong the life of your gear.

### FUTURE PREDICTIONS

We are working with Hobie Sportswear on some padded skate shorts which will be very beneficial to kids who like to ride bowls and banks. We are also working on some new, light-weight but efficient elbow and

knee pads.

The promotion of safe skateboarding is the most important thing to the sport right now. Kids should have the opportunity to learn to skate safely through instruction rather than through hard knocks. We will again be sending our professional team across the U.S.A. and all over Europe where they will teach safe and sane skating. A lot of other manufacturers will be doing this, too. It makes very good sense and it's great for everyone involved. SKATEBOARDER is definitely leading the way journalistically and I look forward to a continuing series of informative safety articles. The ISA is doing a lot as far as coordinating and advising a number of new safety programs and should be instrumental to the future of the sport. A final message to everyone involved in skateboarding, from the aspiring beginner and skilled pro to the megalomaniac calling the industrial shots: Think safety; it's good for you!

## JIM VAN DOREN, Van Doren Rubber Company, Inc.

### BACKGROUND

I have spent twenty-three years in all phases of shoe manufacturing—from machine design through marketing. I began my career at the age of sixteen in the Boston area. Eleven years ago, with my brother, Paul, Gordon Lee and





*Fred Welsh, incognito (he's the one in the shades).*

Serge D'Eila, we created our present one-of-a-kind factory in Anaheim which is capable of producing hand-made shoes of canvas and leather in many different styles and widths, even from our customers' personally-selected fabric. I have always been involved with sports activities with my three sons (ages 10, 13 and 16).

I think that skateboarding is a fantastic sport. I became involved in the skateboarding industry because it became apparent that I was already making a shoe that had proved itself with skaters in California. The skaters were coming to us for shoes, due to their long-wearing and excellent grip features—plus the fact that they could get them in different color combinations. (Who says skateboarders aren't style-conscious?) From these athletes I learned of their need for ankle protection, resulting in the Van Ankle Guard. Our goal has always been high quality in our shoes and we are following the same philosophy in our safety equipment. These ankle guards are the first on the market made especially for this purpose; they are unique and necessary.

#### **TESTING PROGRAM**

After months of making many different prototypes, I finally came up with a design that I felt would give maximum ankle protection yet not be restrictive in any way to the wearer, even for freestyle skating. We then issued them to many pros and amateurs for rugged testing. The results were extremely good. It not

only protected the ankles, it also gave added support.

#### **PRODUCT**

The Van Guard is constructed of heavy-duty vinyl outside and specially selected padding inside. It has a velcro fastener and an elastic strap which goes under the foot to support the arch and keep the guard in place. It offers maximum protection without hampering movement in any way. It's lightweight and cooler than high-top shoes. I feel that we're the leader in the skateboard shoe field and we will become so in the protective field, too. We are constantly testing new designs and models to improve on safety, durability, comfort and style.

#### **FUTURE PREDICTIONS**

The sport of skateboarding will continue to grow enormously. The equipment will become more sophisticated and professional. The competitive events will eventually become standardized, ultimately leading to Olympic competition.

## **FRED WELSH Skatepads, Inc.**

#### **BACKGROUND**

As local boys back in '67, my brothers, friends and myself had the dubious distinction of being among the first skaters to be ousted from the now-famous Mt. Baldy Pipeline. Those poor

guards had no idea what they were about to face in the '70's! In '72 and '74, with tubes being my number one interest, I enjoyed travelling the surfing circuit from California to Africa, Europe, Hawaii and the Marianas Islands. It was during this period in Hawaii that I met the committed surfer, Greg Sharpe. I picked him up hitchhiking one afternoon on the way home from surfing. Greg and I soon became friends and, later, partners. Our mutual enthusiasm for sports introduced us to Tom Kennedy, an incredible athlete (he held the world championship of Frisbee golf) and a tool and die specialist. As a natural outgrowth of our combined backgrounds and our inside reality of skateboarding, we pooled our energies and founded Skatepads, Inc.

The need for safety equipment for skateboarding was obvious and the fact that it was virtually an open market led us to concentrate our efforts at developing it. In February of '77 the first Skateshort with hip pads was designed for us by our good friend (another hot skater), Jennifer Johnson, who, by the way, was the first female rider on the Sims team. Shortly thereafter, we put our skateshort with removable pads on the market. We've taken that original design and, after continuous testing and re-designing, have come out with what we feel is the ultimate in hip protection. Designed exclusively for skateboarding, we named it the Pro.

#### **TESTING**

As only casual skaters, we naturally





*Brigitta Berlin*

rely heavily on the pros for testing our products. PowerFlex, Bahne, Banzai, Santa Barbara Skateboards, Z-Flex, Paved Pacific and the United Amateur Skateboard Association have all been part of our testing program. The riders and their sponsors have all been especially helpful with our glove and shorts testing. In evaluating results, we center our attention on three areas: protection, comfort and durability. Each is an integral concern.

## **MATERIALS**

Introduced with our Pro model is an incredibly light-weight, super-flexible yet extremely durable material called Cordura. Its fiber content is 100% nylon. This material is expensive even in large volume lots from our mill, so, to keep the price affordable, we use it only on the seat of the short. The rest of the garment is a high quality 50/50 cotton/polyester blend. We use this material because of its soft, supple characteristics. We'll be introducing different materials and colors soon to offer a wider variety. Our zipper is made by Talon; it's the same zipper as in Levis jeans. Velcro, our original closure system, was found to be unsuitable to skateboarding shorts because it tended to pop open under radical skating conditions. All seam, belt and pocket stitching is double top-stitched with heavy-duty thread for maximum tenacity. For additional pull-tear strength, we use a four-ply binding process on the leg vent and side seams (which is comparable to that of parachute binding). We chose an elastic waistband because it is comfortable

and allows unrestricted flexibility. It will retain its elasticity for the life of the shorts.

Finally, and most importantly, we believe, is our light-weight rubber-based padding which was recently developed by Rubatex. When put to concrete, it's amazing how much force is experienced during a body-slam to the hip. After researching literally hundreds of types of padding, we unanimously decided that the Rubatex composition was the best material for the job. For being so light, its shock absorbing properties are unreal. We were totally stoked after testing. As a bonus, we found that its water absorption capacity was nil; this makes sweat absorption non-existent.

## **FUNCTION**

Product function is a very controversial subject. At Skatepads, function plays an important role in our product development. Obviously, because we're dealing with safety, it has to be a dominant consideration. Skateshorts is evidence of our commitment to functionality. The shorts were engineered to give maximum protection, longevity and, at the same time, to be completely compatible with flexibility and today's styling.

## **PHILOSOPHY**

We brought Skateshorts onto the market because we realized that the mid-section is probably the most vulnerable part of the body. As Curtis Heselgrave said, "In bowl and bank riding, we once again find the hips central to board control. Board and hips are paral-

lel, or near parallel, with the movement of the hips directing the board. It is this commitment of the hips in bowl riding that has made the use of padded shorts necessary. When you totally commit yourself to a move and something goes wrong, the hips take the punishment in the fall since they are leading the action." (Skate Safe, SKATEBOARDER, 4 #7). Maintenance is easy: Just throw them in the wash. Cold water and a cool dry is suggested. Avoid using bleach.

## **FUTURE PREDICTIONS**

The future of skateboarding lies in the development of two areas: Competitive skating and recreational skating. In the competitive sphere, prize money will continue to grow as sponsors see the promotional benefits of backing contests. While larger purses and more media hype benefit the pro riders and sponsors, it only has an indirect benefit to the great majority of skaters and amateur competitors. Pro contests give skateboarding media visibility, but it's the grass-roots amateur contests that make up the meat and potatoes of the sport. However, the amateur skater directly supports the pro circuit by supplying new talent to the pro ranks and by buying the products that the contest sponsors sell.

Soccer is an example of the need for a grass-roots program to further the sport. For years, promoters tried to sell soccer with big publicity to a public that never played the game. However, the Youth Soccer League (organized at local levels) soon had produced players and ex-players who could appreciate the





Smiling Sandy Seamann, Sanjon Shock Absorbers.

game. Pele was the media "property" that made soccer visible. It's the junior high and high school programs that made it strong.

As organizations like the ISA and USSA begin to put together ground rules for an amateur network, we'll see the sport get even stronger. It's hard to believe that people are pushing for a skateboard event in the Olympics when we haven't even seen anything like a Southern California High School Skateboarding Championship.

On the other side of skating is the recreational skater who skates only for the joy of the dance. Skating at this level can become a life-long sport. We'll see the skaters of today teaching their kids to skate twenty years from now. To reach this goal, however, skating must become completely safe. The safety equipment field will produce the greatest technical improvements in skateboarding. New equipment designs with better protection and greater freedom-of-movement properties will be seen in the next two years. This will allow skaters to set new standards of performance, safety and skill for the rest of their lives.

## **SANDY SEAMANN** **Sanjon Enterprises,** **Inc.**

### **BACKGROUND**

I have had extensive marketing experiences in large supermarket chains and in private business. I've also had

three years in recreation facility work with Ascot Raceways as director of all phases of operation. I've also worked with private enterprises and various promotions. (Sandy is also the president of the Runway skate park.) I became interested in skateboarding because I lived next to the famous Vermont Drop and several of my employees were avid skateboarders. I decided to get involved, too. I design all my own products and Randy Clark tests them.

### **TESTING PROGRAM**

Sanjon has an extensive testing program. Being president of both Sanjon and the Runway, it allows us to test on a ten-hour day, seven-day week program under strenuous rental situations. It allows us to adjust the product during product development and make the necessary changes. It gives us excellent results on durability and wear factors on an on-going basis after manufacture (which gives us better results than just putting it on a professional skater for periodic tests). I don't rely on professional results for public acceptability, although they're nice to have. I think public acceptability comes from a workable product, a good product which is priced right.

### **PRODUCTS**

Sanjon Shock Absorber elbow and knee pads are professionally designed to disperse the shock of impact away from the bone. These pads come with velcro straps for easy adjustment, keeping pads comfortably and safely in position. Pads may be easily sprayed or

wiped clean. Shock Absorber wrist supports are especially designed for skateboarding with removable, rigid aluminum stays on both sides of the wrist. Designed to be worn under gloves, the durable, padded wrist supports are equipped with velcro closures. The pads have abrasion-resistant vinyl covers and a unique laminated cushion. We also make a glove of the same durable vinyl and padding. Maintenance should be done with cold water and a mild soap. Don't soak, and don't put in the dryer.

### **FUNCTION**

The most important thing in safety equipment is the ability of the gear to absorb impact. We chose our outer material to withstand abrasion and our liner material to absorb shock. We also chose these materials because we feel they will last the longest with extensive wear and tear; also, they allow for the first time continuity and style in color and in fabric throughout the whole skateboard attire.

### **FUTURE PREDICTIONS**

I think skateboarding is in its true birth now with the advancement of equipment (including safety equipment) and, most important, quality-built skateboard parks. With the organization of these quality parks, the associations and better backing from the manufacturing industries, skateboarding could take a major position as a sport (like tennis or skiing). There is strong interest and excitement and a wide appeal which will bring more spectator involvement.



# ASSOCIATION REPORTS

## I.S.A.

The International Skateboard Association has been busy the last few months organizing and producing skateboarding competitions. Our newly-formed competition division, under the direction of Diana Line, has recently produced the Hang Ten/Magic Mountain competition which involved about 200 amateurs from 29 Southern California Skate parks. The level of talent displayed was remarkable and the competition was a great success. The Hester/I.S.A. Pro Bowl series has brought out the top bowl and pipe riders from around the country; these riders have helped to formulate workable rules for these events. The new rules include "bowling" (freestyle), doubles, one-wheelers, tile riding and pipe pasting.

The I.S.A. is also pleased to welcome Powerflex and Kryptonics to its growing roster of quality manufacturers.

For further information on the I.S.A.,

write: International Skateboard Association, 711 W. 17th St. #E-7, Costa Mesa, CA, 92627 or call (714) 646-0258.

## U.S.S.A.

The United States/World Skateboard Association has grown to approximately 100,000 members consisting of professional and amateur skateboarders, skate part personnel and people in the industry throughout the world. The U.S.S.A. has always stressed safety and are proud to report that over 10,000 skaters have been processed through competition without one single serious injury. The W.S.A. works with skateboard associations in the United Kingdom, New Zealand, Costa Rica and Sweden. The U.S.S.A. is working in conjunction with numerous park and recreation departments, schools and civic groups to improve skateboarding activities in over 20 states. U.S.S.A.

services include information and guidance for contest formats, skate park safety and design, consumer advocacy, evaluation of business opportunities and new innovations in the sport.

Forward inquiries to: U.S.S.A./W.S.A., 246 Fries Avenue, Wilmington, CA, 90744 or call (213) 830-4110.

## M.S.A.

The Midwest Skateboard Association is happy to announce that several new skateboard parks will open in the Midwest this spring in such areas as Sioux Falls, SD; Rolling Meadow, IL; Cedar Falls, IA; Bloomington, MN; Duluth, MN; and many more.

Also, the Glass Riders team will be traveling in the Midwest this spring and summer performing on ramps and doing safety clinics. The team members are Chris Tomczyk, Mike Vangen, Don





White, Bard Goodrich, Phil Reiley, Steve Stehley, Billy Vangen, Brent Waiwaiolo and Billy Burnice. The ramp which they will use in their demos is called "Skate Ball," a sort of human pinball machine wired for points and timing.

Coming events include the R.C. Cola Aquatennial Championships (open class) on July 22 in Minneapolis, MN, and the Endless Summer Championships Open in Chicago, IL, on August 19.

Contact the M.S.A. at 9805 Hamilton Road, Eden Prairie, MN, 55343 for more information.

## N.E.S.A.

The New England Skateboard Association will sponsor the first annual New England Skateboard Championships on August 18 and 19 in Greenfield, Massachusetts. This amateur event will be open to skaters residing in

the six state region who are at least five years of age. For more contest details or for information on joining the N.E.S.A., send a self-addressed, stamped envelope and 25¢ to cover shipping and handling to: New England Skateboard Association, Box 851, Greenfield, MA, 01301.

## C.P.A.

With the coming of the warm weather to Canada, we find ourselves hanging up the old dog sled and pulling out the skateboards. Along with the hundreds of thousands of Canadian skaters already enjoying the sport will come a multitude of new enthusiasts as well as the prospect of injury. We have learned that the most accidents happen on the victim's first time on a skateboard, so we hope to help the cause of safety with the Canadian Pro-Am Demo Pool. This consists of a group of skateboard teams

pooling their talents and energy to teach skateboard safety through demonstrations. Contact us for more information on joining in the effort.

The Second Annual Canadian Amateur Skateboard Championships are underway in British Columbia and heading East across Canada. Helping to put on demos and judge contests will be world pros such as Steve Schisler, Bob Mohr and Russ Howell. At the end of the tour, provincial winners will be flown to Vancouver to compete in the finals which will be held on August 30 at the Pacific National Exhibition. Championship sponsors, SuperValu and Pepsi Cola, as well as the C.P.A., are looking forward to a great summer. Hope to see you competing.

Contact the C.P.A. at #1, 149 W. 19th St., N. Vancouver, B.C., V7M 1X3, Canada, or call (604) 985-4592.

*"You are cordially invited to attend a pool warming party at Spring Valley." Steve Alba's R.S.V.P. Photo: M. Horowitz*





## INTERSPHERE, A STREET MACHINE

**INTERSPHERE**, High speed cruising utilizing linear torsion theories in flexible torque decking for the first time ever. **INTERSPHERE** street deck is the first lightweight, adjustable deck that can be turned to each rider's demands, the same way you adjust your trucks. The deck that steers by controlling pressure applied by feet in addition to the normal response of the trucks of your choice. **INTERSPHERE**, the smoothest, most flowing surf ride available out of the water.

For two years the ZM Co. has done extensive research into linear torsion theories. Until now only the greats shared our secret and the distinctive

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**INTERSPHERE** decking is ABS .20" thin. **INTERSPHERE** decks take all standard trucks. **INTERSPHERE** adjustable linear torsion system is made of lightweight aircraft components.

# 28" **INTERSPHERE** Street Deck, weight 3.375 lbs., \$29.95  
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Send check, money order, or international money order to: ZM INC., 1201 Bryant Street, San Francisco, California 94103. California residents add 6% Sales Tax. U.S.A. and Canada add \$2.50 surface, \$5.00 air. Overseas add \$5.00 surface, \$15.50 air.





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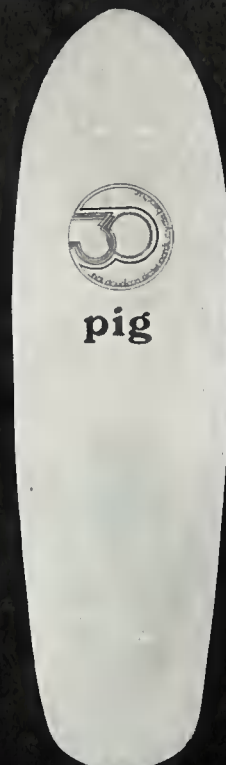
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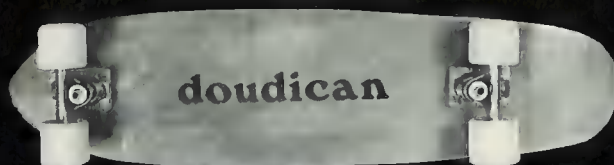


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**QUALITY CRAFTSMANSHIP:** It's no secret anymore that most skateboard companies have someone else manufacture their boards. In fact many are not even made in this country. Not so at doudican . . . we still glue, shape, sand, screen, and finish each individual board with the same careful attention to detail as our first stick.

**COMPETITION PROVEN:** The doudican team competes and rides every day. This year we sent our only girl, Trish McCallister, to the '78 U.S. OPEN CHAMPIONSHIPS. There she went up against some of the biggest names in the business, virtually unknown, but she didn't leave that way . . . she took a 3RD PLACE in the PRO WOMEN'S DIVISION.



For full information on the complete doudican line call or write:

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**-SKATEBOARDS-**

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Surfside Beach, SC 29577  
803-651-6719

Dealer inquiries welcome of course.



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**Blazing** The Newp is ripping through your town right now. So take a test stand on the whole new line of Newporter skateboards. You'll find what you need to blaze.



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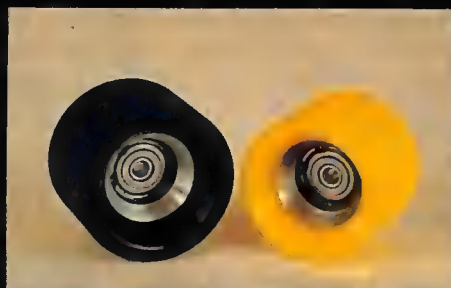


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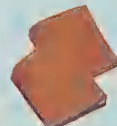
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ELBOW  
PADS



PSP-3  
SKATEBOARD  
KNEE  
PADS



PSP-4  
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UNIVERSAL  
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RISER  
PADS  
(2)



PSP-6  
DECAL  
PACK  
(12)



PSP-7  
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TRED  
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SIMS  
COMP.



W-2A  
FREE FORMER  
SKATEPARK  
PRO



W-3  
PAGE  
BLACK  
GOLD



W-4  
ROAD  
RIDER #4



W-5A  
SNAKE\*



W-6  
TUNNEL  
ROCK



W-7  
G&S  
YO-YO PRO.



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COMP  
II\*

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FREESTYLE  
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T-11  
FREE FORMER  
SKATEPARK  
PRO



T-12  
FREE FORMER  
COMPETITION  
PRO



T-20  
HALF-TRACKER



T-21  
MID-TRACKER



T-22  
FULL-TRACKER



T-30  
ACS 500

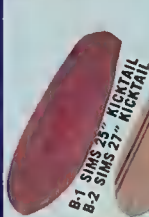


T-31  
ACS 500 B/S

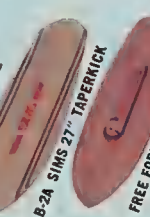


T-32  
ACS 651 B/G

## BLANKS



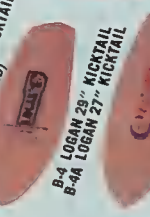
B-1 SIMS 25" KICKTAIL  
B-2 SIMS 27" KICKTAIL



B-2A SIMS 27" TAPER-NICK



B-3 FREE FORMER PRO 27" KICKTAIL



B-3A FREE FORMER PRO 27" KICKTAIL  
(LAMINATED BOARD)



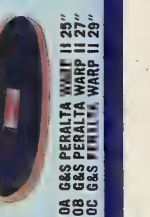
B-4 LOGAN 29" KICKTAIL  
B-4A LOGAN 27" KICKTAIL



B-5 TY PAGE 27" KICKTAIL



B-6 G&S PERALTA 28" KICKTAIL  
B-6A G&S PERALTA 27" KICKTAIL  
B-6B G&S PERALTA 25" KICKTAIL

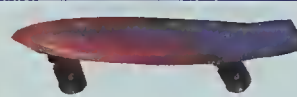


B-7 G&S FIBREFLEX 28" KICKTAIL  
B-8 G&S FIBREFLEX 27" KICKTAIL

B-9A TUNNEL 28" KICKTAIL  
B-9B TUNNEL 26" KICKTAIL



FB-1 TY PAGE 27", FREE FORMER  
FREESTYLE PRO TRUCKS PAGE BLACK GOLD



FB-2A FREE FORMER 24" KICKTAIL



FB-3 SIMS 25", ACS 500 B&S, SIMS COMPS.



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FB-6A LOGAN 29", FULL TRACKER,  
SIMS COMPS.



FB-7A FREE FORMER PRO II, MID-TRACKER,  
SIMS COMP II



FB-8 SIMS 27", BENNETT PRO, SIMS COMPS.



FB-9 G&S FIBREFLEX 27", FULL TRACKER,  
SIMS COMPS.



FB-10A SIMS TAPER-NICK 27", BENNETT  
PRO, SIMS COMP II



FB-11 LOGAN 27", HALF TRACKER,  
ROAD RIDER #4



FB-12A TUNNEL 28", MID-TRACKER,  
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and spacer

\* Denotes Sims German Racing Bearings

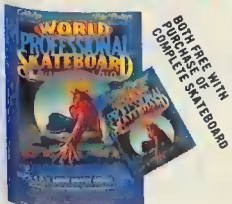
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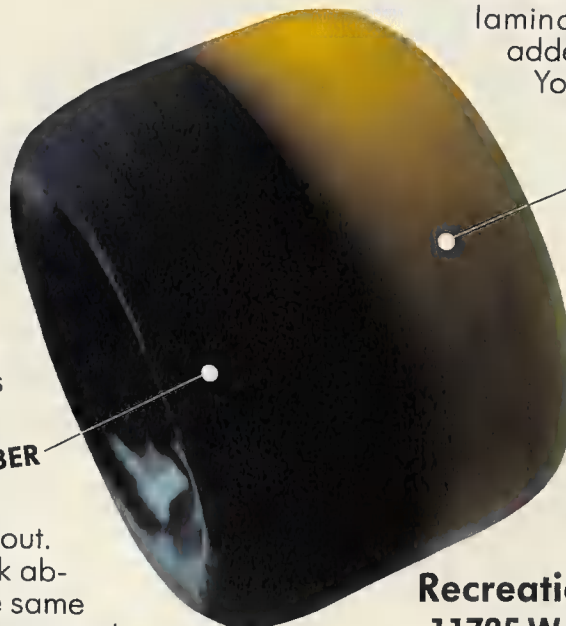
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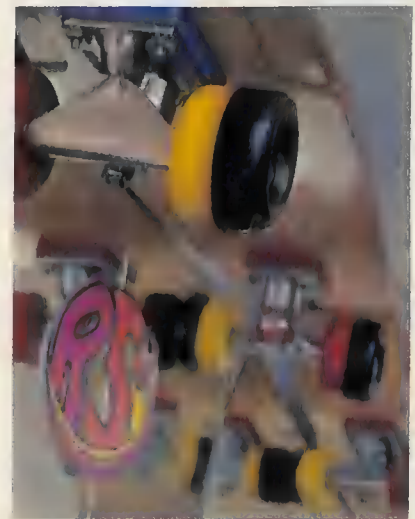
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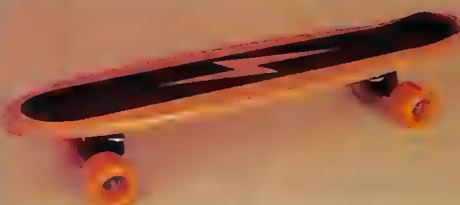
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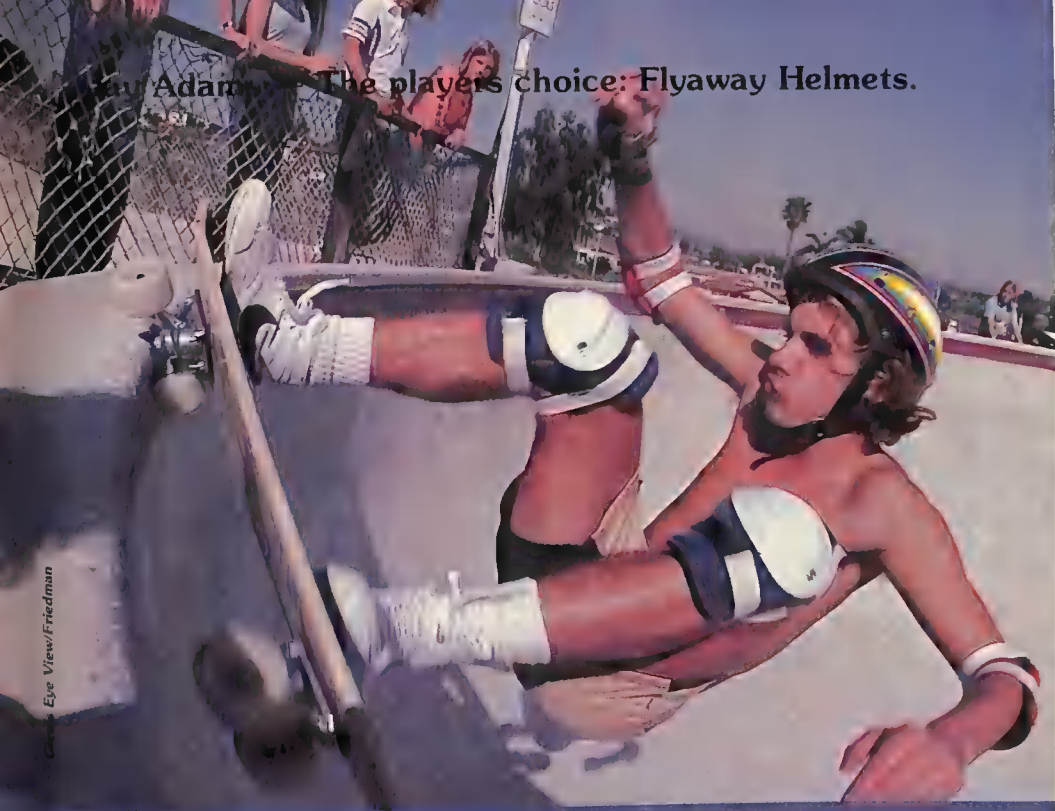


Photo: Eye View/Friedman

Jay Adams — The player's choice: Flyaway Helmets.



Doug Schneider — Reflecting on OTW's performing arts.

Photo: Fishbein/M. Cassinus

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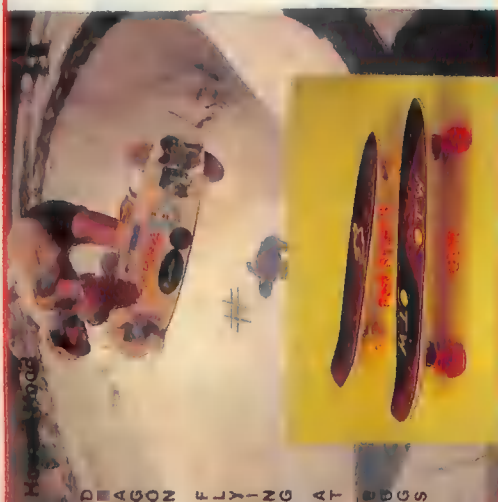
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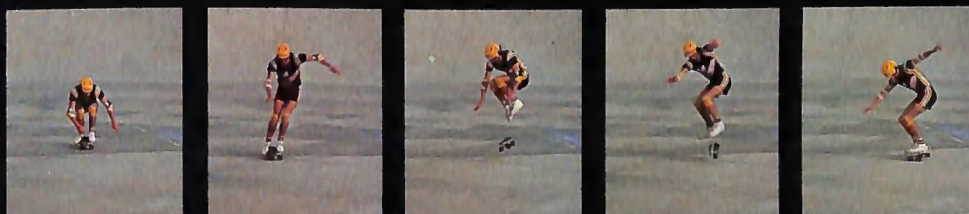
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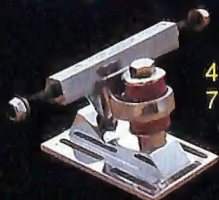


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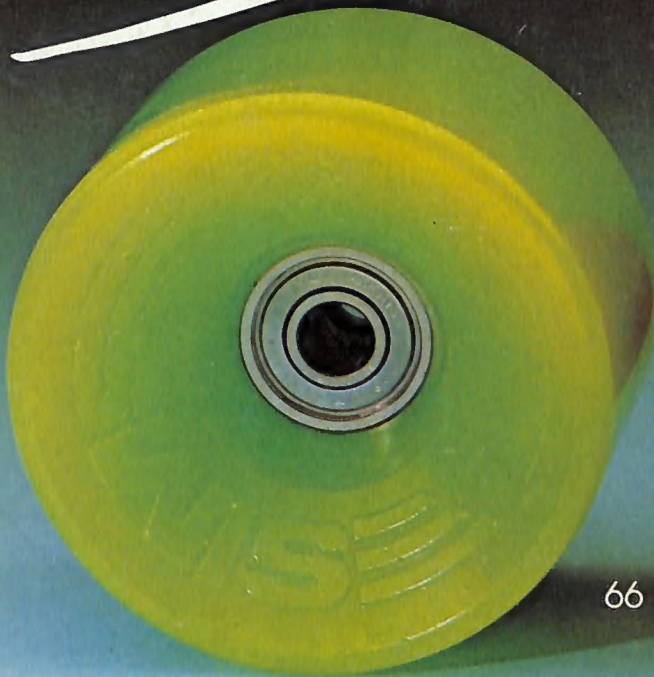
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